

I.D. 1155

*Handbook
of
Bulgaria*

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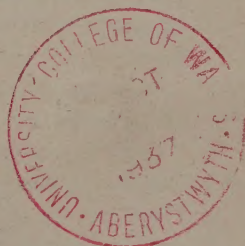


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I. D. 1155

A HANDBOOK OF B U L G A R I A

JULY 1917



NAVAL STAFF

INTELLIGENCE DIVISION

NOTE

. THE *Handbook of Bulgaria* is designed to complete that portion of the Balkan area left uncovered by the Handbooks of the River Danube, Serbia, Macedonia, and Turkey in Europe. The present work has incorporated those portions of these Handbooks which dealt with areas adjacent to Bulgarian territory or which actually covered part of Bulgaria. Portions thus taken over have been carefully revised, and considerable additions have been made to them. Since the *Handbook of Macedonia* was compiled, the territory common to it and to the Bulgarian Handbook has been the scene of much constructive work, as well as of the more obvious modifications which result from a state of war. Accordingly, in this area, the information given in the *Handbook of Macedonia* should always be compared with that of the *Handbook of Bulgaria*. In the same way, this Handbook should itself be used with caution, and verified by all possible tests. The Admiralty will welcome any additions or corrections.

The maps chiefly used have been those of the War Office 1 : 250,000, the Austrian General Staff 1 : 200,000, the old Bulgarian Survey 1 : 126,000, the modern Bulgarian Survey 1 : 210,000, and the excellent large-scale Bulgarian Maps 1 : 40,000. The Austrian Staff Series is partially out of date, and must be used with caution. In addition to the above maps, use has been made of many others, published and unpublished, which cover only particular areas. The most satisfactory cartography is that of the country south of the Balkans, although it is liable rapidly to get out of date, owing to the activity of the Bulgars in road-making. To the north of the Balkans, the basis of all cartography is the survey

made by the Russians after 1878. Although less has been done to keep this map up to date than in other regions, the face of the country has been less changed by the works of men. It is known, however, that many constructive works are contemplated by the Central Powers there ; some of these are already in progress, and others may now be finished. For this reason, information given in this Handbook, especially with regard to railways north of the Balkans and to works on the right bank of the Danube, must not be considered complete.

The names of places have been transliterated from the Bulgarian maps, following the system set forth in the *Handbook of the River Danube* (I.D. 01020), p. 139. The names of certain well-known places have, however, been preserved in their conventional form, for instance Kustendil (for Kyustendil), Karnobat (for Karnabat), Philippopolis (for Plovdiv). As there is no single authority in maps for the whole area, complete uniformity has not been attempted.

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CHAPTER I

GEOGRAPHICAL OUTLINES

General description—Geology—The Danube—The Balkan Foreland—Rivers flowing through the Balkan Foreland—The Balkans—The Sredna Gora—The Sub-Balkan valleys—The Maritsa and its valley—The plain of Sofia—The Struma and the heights of Western Bulgaria—Rhodope and the Rila Mountains—Aegean Sea coast—Black Sea coast.

GENERAL DESCRIPTION

THE kingdom of Bulgaria forms, roughly, a rectangular figure with the Danube as its N. side and the Black Sea as its E. side : along the S. side runs a mountain range ESE. to WNW. from the Aegean Sea ; while its W. side follows, somewhat arbitrarily, a broken mass of hills. The area of the country is 43,310 square miles, excluding the new territory, about 500 square miles, ceded to Bulgaria by Turkey in 1915. It occupies therefore between $\frac{1}{4}$ and $\frac{1}{5}$ of the Balkan Peninsula, and is roughly $\frac{4}{5}$ of the size of England and Wales, and $1\frac{1}{5}$ times the size of Ireland. From N. to S. the ground slopes easily from the Danube bank, between Vidin and Rustchuk, up to the Balkans ; between Rustchuk and the sea the approaches to the Balkans are wilder, and consist for the most part of an uninhabited forest country, known as the Deli Orman (‘ wild wood ’). The highest points in the Balkans do not exceed 7,785 ft. ; the summits are rounded, and the N. slopes are generally well wooded : the S. slopes are on the whole steeper and more bare.

In the central country, and parallel to the Balkans, are the Sredna Gora (‘ middle mountains ’) and the Karaja Dagħ, enclosing the valleys of the Stryama and the Tunja. W. of the Sredna Gora are the Ihtiman Hills, the Plain of Sofia, and the Vitosha Planina. A broken mass of hills, the watershed

of the river Struma and its affluents, separates Bulgaria from Serbia.

In their S. portion these hills are known as the Osogovska Planina, and are separated by the Struma from the ridge of the Rila Planina (alt. 8,956 ft.). This latter ridge is continued by the range of Rhodope. The westernmost summit of Rhodope is its highest point (alt. 9,631 ft.) and the source of the Maritsa. The Rhodope Mountains are sharper in outline and more pine-clad and Alpine in appearance than the Balkans. They radiate ESE., and between their N. foothills and the Sredna Gora are the plains of the Maritsa and the lower Tunja.

Politically and geographically distinct from Bulgaria, and bounded by the Danube on the W. and N. and the Black Sea on the E., is the Dobruja. The S. part of this borders on the Deli Orman : it is extremely fertile. Further N. it develops into a plateau, and it ends in hills in the NW. and the flat lands of the Danube delta in the NE.

GEOLOGY

The Balkan Mountains, which continue the Alpine and Carpathian folds to the east, lie between the relatively stable blocks of the Balkan tableland on the north and the Rhodope Mountains on the south. Towards the Danube they descend somewhat gently, but in the south, where there has been much faulting, the slope is more abrupt and is frequently marked by volcanic outpourings and thermal springs. In the west, between the gorges of the Isker and the Danube, the Balkans largely consist of ancient rocks, mainly crystalline schists, alternating with broad belts of limestone. To the east of the Isker gorge an extensive area of Carboniferous formations, generally unproductive and pierced in places by granite rocks, extends eastward with a gradually decreasing width as far as the head-waters of the Vid. Further east, crystalline schists reappear not only in the main range but in the detached masses of the Sredna Gora and Karaja Dag. In all these, however,

but especially in the Karaja Dagħ, there are also considerable areas of granite. North of the older rocks lying east of the Isker there are broad belts of flysch separating them from the Cretaceous formations farther north. East of Slivno the older rocks practically disappear as far as the mountains are concerned, and the region consists of gently folded Cretaceous rocks, chiefly of limestone. To the south, however, a roughly triangular area of granitic rocks has its apex at Yamboli and its base along the Black Sea.

To the north of the Balkans the folded limestone gradually passes into the horizontal strata of the Balkan tableland. Here again the prevailing formation is limestones of Cretaceous age alternating with marls. West of the Yantra there is a row of basaltic cones which appear to mark a hidden line of fracture. In the east of the tableland is the Deli Orman. Here the limestone has weathered in such a way that the country is much dissected and presents many of the characteristics of a karst region.

The northern part of the Balkan tableland is covered with loess. This is especially marked to the west of the Yantra; to the east of that river the area thus affected is much more restricted. In the valleys of the rivers flowing towards the Danube alluvial formations appear in the west of the country and Cretaceous formations in the east.

To the south of the Balkan anticline there is a zone of isolated depression of which the basins of Sofia, Philippopolis, and Stara Zagora are the most important. The floors of the depressions have been covered over with Quaternary deposits, though on the margins various Tertiary formations are found.

The Rhodope Mountains belong to the ancient Thraco-Macedonian massif. Large areas are occupied by Archaean gneiss and granite, pierced in places by a Tertiary trachyte which forms high summits such as Mus Alla, Rila, and the Vitosh. The coastal districts along the Aegean are of Quaternary age in the west, but rise in the east to low hills of Tertiary rocks.

THE DANUBE

In its course of 244 miles between Bulgaria and Roumania the breadth of the Danube varies from about 760 to about 2,400 yds. The river is narrowest at Calafat (Roumania) just N. of Vidin, and widest where it is joined by the Tsibra. Unlike the Roumanian, the Bulgarian plain is high above the level of the Danube, and the r. bank of the stream is formed, generally, by cliffs of loess, rising about 500 or 600 ft. above the stream.

There are much fewer lagoons on the Bulgarian side than on the low Roumanian side of the river; all the large Bulgarian lagoons are W. of the river Yantra. The most important are as follows: (1) a marshy lagoon S. of Vidin; (2) two long, parallel lagoons just W. of the junction of the Ogost and the Danube; (3) a former bed of the Danube, W. of Ostrov; (4) a group of lagoons between the mouths of the Isker and the Vid; (5) a group of lagoons between Sistov and Nikopol. The largest of the lagoons is in this last group, just W. of the town of Sistov (greatest length 4.4 miles: greatest breadth 2.8 miles). Fish are extremely plentiful in the lagoons, and the Bulgarian Government is taking measures for the scientific control of all the lagoons in Bulgarian territory. Malaria is prevalent in the Danube valley.

There is about 20 to 27 ft. difference in the Danube water-level during the different seasons. The river rises in April, after the snows have melted from the plains, and in June, after they have melted from the hills, it attains its highest level. A prolonged winter may cause these periods to overlap or even to coincide. The stream is at its lowest in the autumn. The fall of the lower Danube is about 1:40,000; its flow is about $2\frac{1}{2}$ miles an hour, or 3.9 ft. per second.

There are about 93 islands in the river between the Timok and Silistra. The shape and even the number of these islands vary. Most of them are under water when the river is high: nearly all have some growth of willows or poplars. Their

average length is $3\frac{1}{2}$ – $4\frac{1}{2}$ miles ; the longest, the island of Kopanitsa, opposite Kozlodui, is $6\frac{1}{2}$ miles in length.

The Danube is frozen over in about 72 winters out of 100 ; the ice lasts, on an average, for 39 days, though it is met with in the river between the last 10 days of November and the beginning of March.

Vessels drawing up to 12 ft. of water can use the Danube in ordinary high water. Mists and low water in the autumn, and ice in the winter, hinder navigation. The channel keeps to the Roumanian side for most of the way, and it can easily be distinguished by its swift flow. There are no bridges in Bulgarian territory : a railway bridge crosses the river at Cernavoda, in the Dobruja, and a bridge at Turtucaia has been projected.

(See further *Handbook of the River Danube*, I.D. No. 01020.)

THE BALKAN FORELAND

The country between the Danube and the Balkans, being high above the level of the river, is best called the Balkan Foreland : the title 'Danubian plain' applies rather to the country between the river and the Transylvanian Alps.

The Foreland extends W. from the Kamchik, along the N. slopes of the Dervent Balkans ; its boundary curves S. to Zlataritsa, and then passes through Tirnovo, Lovets, Dermantsi, and Kutlovitsa ; whence, skirting the N. of the Byelgradchik Planina, it runs to Kula and reaches its W. end at the river Timok. It is narrowest (18 miles) in the W. ; in the centre it is 37 miles from N. to S., and it reaches its greatest depth (74 miles) between Silistra and the Kamchik. Its superficial area is nearly 8,000 square miles. It has a foundation of limestone, but is for the most part covered with loess to a considerable depth. The loess extends W. and S. of Vidin to Koilovo and the Sveti Petr : in the neighbourhood of the Lom, to Kutlovitsa ; in the districts of Rahovo and Vratsa, as far as Borovan ; from Nikopol to Plevna, from Rustchuk to Monastirli, and from Silistra to Hamaslik Bair. The soil in these districts is very fertile.

Though the tableland is formed by horizontal strata, its surface is very far from being level. Between Sistov and Sugundul there is a line of basalt hills (highest alt. 1,575 ft. in the S.) ; while the large number of rivers flowing into the Danube have cut up the original level into a number of plateaus, valleys, and hills. The valleys of some of these rivers fall steeply to a depth of 650 ft.

The tableland is divided into two parts by the river Yantra. These parts, though geologically akin, have been differentiated by erosion.

The W. half is, on the whole, lower than the E. ; its average height is 650 ft. and its greatest height between the Vid and the Osma. The general downward slope is from S. to N. ; but in the W. corner there is an additional slope towards the NE. Most of the rivers, therefore, in the western half of the tableland, flow in a NNE. direction : the exceptions being the Osma and the Rusitsa. It will be seen that, with this flow of the rivers, the valleys are an obstacle rather than an assistance to movement in a direction perpendicular to the Danube. Parallel with the Danube, the Rusitsa valley is used by the E. to W. railway, for a part of the distance between Plevna and Shumla. The effects of erosion can be seen at Plevna, which is surrounded by a circle of hills (alt. over 1,000 ft.) isolated by the Vid and the Osma. These hills were used by the Turks for the defence of Plevna. There is little timber between the foothills of the Balkans and the Danube.

The E. end of the tableland is higher than the W. It falls into three main parts ; first, a region of plateaus and hills in the neighbourhood of the Kamchik and Provadi Dere. The plateau of Shumla is characteristic : it is bounded on the W., S., and E. by the Kamchik valley, and on the N. by the Provadi Dere ; it has steep sides, often 1,000 ft. above the level of the surrounding country. W. of the plateau is a hill (alt. 634 ft.) which has been isolated, by erosion, from the rest of the plateau.

The second part of the E. tableland is the Deli Orman ('wild wood'), a region of highlands forming the frontier

between Bulgaria and Roumania. The hills run from NW. to SE., beginning in the neighbourhood of Rustchuk ; they form a low watershed for streams flowing in every direction. The height of the watershed never exceeds 1,650 ft. ; the streams, therefore, are small, and, during the summer, often quite dry ; the effects of erosion in this district have therefore been much less than in the other part of the tableland W. of it. Further, the limestone formation of most of the country makes it permeable to water : it is necessary, therefore, where the loess fails, to depend upon surface ponds or artificial reservoirs for water-supply. This applies to an even greater extent to the third part of the E. tableland, the Dobruja.

RIVERS FLOWING THROUGH THE BALKAN FORELAND

The Bulgarian rainfall is less than half that of N. Europe, and is not distributed evenly throughout the year. The summer temperatures are very high ; and, except in the Rhodope, there are not enough perpetual snow or mountain lakes to provide a good and regular supply for the rivers. Further, the mountainous nature of most of the country prevents the formation of any large rivers, while the steepness of the fall means that the water is carried away very quickly. Hence in the Foreland it is only in their lower courses, where the rivers have entrenched deeply, that there is any really good river system.

Practically all the rivers passing through the Foreland have their sources in the Balkans themselves. The Isker alone comes from the Rila Mountains ; the streams rising in the Foreland itself never reach any important dimensions and are often dry throughout the year.

In most cases the r. banks of the river valleys are high and steep, and the l. low and flat : i.e. the stream undermines the r. bank and deposits sediment on the l. The valleys are liable to flood after a long period of heavy rains, or a sudden melting of the snows. Hence most of the towns and villages are built on the slopes of the valleys at some height

above the river. The floods are most liable to occur in May. In the Foreland itself the fall of the streams is small : they wind a great deal, change their bed frequently, and form islands and channels. At their junction with the Danube, the streams rarely have low ground on both sides ; as a rule the low ground is still on the l.

The use of the words Byeli (white) and Cherni (black) with the names of rivers is common here and elsewhere in Bulgaria. These adjectives form a rough guide to the character of the rivers and their banks. The valleys of the ' white ' rivers are generally highways of communication, e. g. the Byeli Vid, Byeli Lom, Byeli Osma ; the ' black ' rivers, on the other hand, have narrow and impassable gorges, e. g. the Cherni Vid.

The Timok.—The lower course of the Timok forms the frontier between Serbia and Bulgaria. From the frontier, opposite Halovo, to Tabakovats (Serbia) the river runs through a winding gorge which beyond Tabakovats opens out into a valley. Between Bregovo and Rakovitsa the valley is 6 miles across. The Timok is, from the Bulgarian point of view, an excellent strategic frontier, since the r. bank and the hills above it command the l. bank. Hence Serbia, at the Congress of Berlin, tried to secure both banks for herself.

The Topolovitsa is a small river, 36 miles in length, draining the low watershed between it and the Timok. Its upper reaches are through a low gorge, but its valley gradually widens to 1 mile across, and below Girtsi opens out into the plain of Vidin. The river surrounds the town on the W. and N. : it is deep in the neighbourhood of the town, and can be used to flood the moat surrounding the fortifications. The smallstream of the Sveti Petr encircles Vidin on the SW. and S.

Four unimportant rivers follow : the Vidbol, and its affluent the Rakovitsa, both of which flow for most of their course in deep and narrow valleys, and have a steep fall ; the Akchar, the valley of which was, in Roman times, the beginning of a trade route from the Danube through Nish to the Adriatic ; and the Skomliya.

The Lom (western) is formed by the confluence of three main

streams—the Golema Reka (Gradska), the Chyuprenska, the Dolni Lom—and a number of smaller streams. The main streams all rise in the highest part of the W. Balkans, and unite at Valkovitsi (alt. 728 ft.) to form a fertile valley, the productive capacities of which are not fully used. The valley broadens in the lower course, and the stream, which has a steep fall in its upper reaches, runs more slowly. There are marshes along the lower banks, and the river, from Chorlevo to its mouth, flows almost parallel with the Danube. It is 58 miles long, and can be forded. This river must not be confused with the Russenski (Rustchuk) Lom.

The Tsibra.—With its affluent the Tsibritsa, this river, rising in the Balkan foothills, has a fertile and well-populated valley. It is 6 miles shorter than the Lom, and it also can be forded. Between the Tsibra and the Isker the tableland is bare and waterless, and has the characteristics of a steppe. This is one reason why the valleys are so much inhabited.

The Ogost and its affluents flow from the Balkans in the neighbourhood of Berkovitsa and Vratsa. The main affluent of the Ogost, the Botunya, joins it just below Minkova Mahala. Both streams are mountain torrents in their upper courses, but even before their confluence flow through broad and fertile valleys. In spite of the general breadth ($2-2\frac{1}{2}$ miles) of the Ogost valley, there are narrow passages and short gorges at Erden and Lyuta. The stream is, normally, very shallow. The total length is 91 miles. It flows into the Danube near the Skit (Skat), a river flowing from the Balkan foothills NE. of Vratsa.

The Isker.—This is the largest river in Bulgaria, except the Maritsa, and the only affluent of the Danube rising S. of the Balkans. The river, after piercing the Balkans, opens out into the plain of Mezdra, SE. of Vratsa, but it soon turns into a defile with perpendicular limestone cliffs on either side. This defile extends to Roselets, with a break where the valley opens at Mezdra. From Roselets to the mouth the valley is wider. Between Chumakovtsi and the Danube the river valley is about

2 miles broad and very fertile, though in places it is marshy and unhealthy. At high water parts of the valley are flooded, e. g. between Mahalata and Staroseltsi. Along the lower course from Chumakovtsi there is a contrast between the r. and l. banks. The r. bank is steep and rocky, and generally rises abruptly from the river's edge. The l. bank is low, and the valley rises gradually to the waterless steppe land referred to above, between the Tsibra and lower Isker. The main tributaries of the Isker, N. of the Balkans, are the Mali Isker and the Panega. The former rises in the Etropole Balkans; between Vidrare and Karash it flows through a very narrow defile; it joins the Isker at Roman. The Panega, which joins the Isker near Chervenibreg, also passes through a narrow defile in its upper reaches. Owing to these gorges neither river is of much use for purposes of communication. The lower Isker has an average depth of 5-6½ ft. It is 76 miles long between Roselets and Gigen, where it joins the Danube. There are four fords of some importance. The first of these is at Karlukovo monastery. Lower down the stream, at Chumakovtsi and Koinare, there are fairly deep fords. The lowest ford, at Mahalata, is dangerous, owing to the depth of the stream and swiftness of the current. The Sofia-Plevna railway follows the Isker as far as Chervenibreg.

The Vid.—This river is formed by the junction of two streams, the Byeli and the Cherni Vid, about 3 miles below Teteven. The Byeli Vid (see above, p. 16) cuts deeply into the Balkans, and provides an approach to the Foreland from the Ribaritsa pass. Its valley is, on the whole, narrow, and has steep, wooded sides; but there are frequent openings with good pasture land. The Cherni Vid flows through a narrow and difficult gorge. After the confluence of the two streams the valley is narrow down to Glozhane; from here it is wider till it meets the broad valley of an affluent. A short defile follows, and the valley then widens again as far as Aglen. Its broadest point, in these reaches, is at Toros. The valley is rather marshy here, and used for rice-cultivation. In the 11 miles from Aglen to Svinar (Cherikovo) the river

passes through its last defile. From Svinar to the Danube the stream has the general tableland characteristic of a low bank and valley on the l. and steep bank on the r.

The Vid can be forded at many points by infantry, and everywhere by cavalry. It has not, therefore, the strategic importance of the Isker or the Yantra.

Its total length is 121 miles. The Plevna-Samovid railway keeps close to it from Yäsen.

The Osma (Osem).—Like the Vid, the Osma has two main sources, the Byeli and the Cherni Osma. Both are mountain streams, flowing in narrow valleys. They unite at a short distance N. of Troyan. Between Troyan and Lovets the Osma flows through a somewhat narrow valley with steep wooded sides. The direction of the valley is N.-S., and it therefore cuts across numerous lines of hills running E. and W., the valleys between them opening out as they reach the river and providing it with tributaries. The upper Osma valley is used by the main road from Troyan to Lovets. Immediately before Lovets the river passes through a very narrow and winding defile. Between Lovets and the Danube the crow-fly distance is only 38 miles; but the river makes a great curve E. and then W., and takes 164 miles to reach its mouth. There are no defiles N. of Lovets, but the banks are, as usual, low on the l. and high on the r.: between Muselimköi and Nikopol, where the river joins the Danube, the r. bank is largely formed by high and precipitous limestone cliffs. On the l. bank the valley extends for an average breadth of 2 miles. It has frequent stretches of peat moss, which would prevent any deviations from the road in wet weather. There is only one important ford N. of Lovets, at Trenchovitsa, and this is deep and chiefly suitable for cavalry. Other fords are rare. The river is 206 miles long.

The Yantra.—This is the second largest of the Bulgarian affluents of the Danube. It is formed by the confluence of the Rusitsa, the Yantra, and the Golema Reka (Buyuk Dere). The Rusitsa, which has itself a large affluent, the Vidima, rises near Selvi. The Vidima joins it above Sevlievo, which is the

centre of a fertile valley. N. of Sevlievo the river passes through a defile, 12 miles long, and then turns E. to join the Yantra at Krusheto. In this W.-E. course it flows along an even valley, used from Mihaltzi by the Plevna-Varna railway. The Rusitsa can be forded everywhere, except in the high-water season; but its valley has steep sides. The Golema Reka joins the Yantra from the E. The Plevna-Varna railway runs up its valley. The Yantra itself rises in the Shipka Balkans, passes Gabrovo, and flows through a narrow valley, with a few openings, to Tirnovo. S. of this town it is joined by the Drenovo river, down the narrow valley of which runs the Stara Zagora-Tirnovo railway. The river encircles Tirnovo and then passes through a wooded defile as far as Samovodeni. Here it enters a broad valley, running W.-E. until it meets the Golema Reka and then turns N. Low ground continues on the l. bank with the usual high banks on the r. At Polsko Kosovo there is high ground close to the E. bank, and near the mouth the valley narrows to 200 paces for a 2 hours' march. Up to Byela the Yantra valley is very fertile and well cultivated. N. of Byela it is marshy and liable to inundation. Between Radanovo and the Danube the stream cannot be forded. The Yantra is 164 miles long, and in its lower reaches 55-75 yds. broad and $6\frac{1}{2}$ -13 ft. deep. It would make an excellent defensive line against an enemy coming from the W.

The Russenski (Rustchuk) Lom.—This river is formed by the confluence of the Byeli and the Cherni Lom, both of which rise in the Balkan foothills. The Cherni, or Kara, Lom rises in the heights S. of Popovo. Until its junction with the Banitski Lom it has a narrow valley; N. of the junction it winds through a narrow limestone defile. The Byeli Lom (Turkish, Ak Lom) flows from the district S. of Razgrad; it has a valley in the neighbourhood of this town, but enters a limestone defile a short distance above Nisovo. The united streams make their way through a winding gorge in the limestone to the Danube at Rustchuk.

E. of the Lom there are no important rivers.

THE BALKANS

The Balkans, or, as the Bulgarians call them, the Stara Planina (old mountain), begin from the valley of the Timok. At first their line curves SE., but it is due E. from Mt. Baba in the Etropole Balkans, and ends abruptly, with a 200-ft. cliff, at the Black Sea. Their length is 373 miles; their average breadth only $18\frac{1}{2}$ miles; the range is actually at its narrowest where it reaches its greatest height (7,785 ft.). There are scarcely any crags or peaks and no glaciers: in the summer months snow is found only in a few sheltered crevices. The summits are usually rounded, and used in the summer as pasture land for sheep; the lower slopes are well wooded; beech and oak are the most common trees.

Numerous roads and two lines of railway pass through the Balkan mountains to the Foreland. From the beginning of November there is heavy snow on the roads.

The Balkans fall roughly into three divisions, Western, Central, and Eastern. The Western Balkans extend from the Timok to the Isker gorge. Between the Isker and the Demir Kapu pass are the Central Balkans, and from the latter summit to the Black Sea are the Eastern Balkans.

The different parts of the range are named either from important summits, from particular passes they contain, e.g. Shipka Balkan, or from towns lying below them, e.g. Karnobat Balkan, or from peculiarities of their appearance, e.g. Chatal (fork) Balkan.

The Western Balkans

These consist largely of ranges of crystalline schist alternating with broad limestone ridges. They fall into two natural divisions, the one W. and the other E. of the Kadiboaz pass. A characteristic feature of both divisions is the prevalence of hills with one side much steeper than the other. The mountains in Bulgaria begin with the Vrishka Tuka (alt. 2,424 ft.), and run SSE. to the well-wooded Babin Nos (alt. 3,674 ft.), below which, in the neighbourhood of Kadiboaz, are bare

limestone heights. The SE. side of the Babin Nos is connected with the Vedernik hill (alt. 3,690 ft.). This latter, the N. slopes of which are very steep, is of considerable strategic importance, as commanding the approach to Byelgradchik. The red sandstone Byelgradchik Planina (alt. 2,965 ft.) is distinct from the main Balkan mass; this group of hills contains some of the most beautiful mountain scenery in Europe.

Continuing SE. the Midzhur Planina keeps, for the most part, to a height of over 4,900 ft. The direction now changes to W.-E.; and the Berkovitsa Planina rises on the whole higher (alt. 5,250 ft.) than the Midzhur Planina. This second group forms a contrast to the general character of the Stara Planina. It has few foothills on the N. The N. slopes are twice as steep as the S.; folding is rare and there are many steep cliffs. The N. slopes are of granite, well wooded, and divided by the numerous affluents of the Ogost, while the S. slopes are wide and bare expanses of limestone in which the rivers are often lost. Of the S. foothills the bare karst ridge of Chepan (alt. 3,989 ft.), sloping steeply down to the Drago-man marshes, and the wooded Mala Planina (alt. 4,032 ft.) are nearest to Sofia.

The E. boundary of the Western Balkans is joined by the Vratsa Planina (alt. 4,700 ft.). This mass is in reality a spur from the main ridge; the deep valleys of Zgorigrad and the river Glavarska, dividing the plateau, give it the shape of a bird with outstretched wings.

The Isker gorge (see Plate IV facing p. 274), which lies between the Western and Central Balkans, runs between Kurilo and Lutibrod, 39 miles. The general direction is N. as far as Lakatnik, where it changes to ENE. The gorge is narrow, and in places rises sheer from the stream. The Sofia-Plevna railway, which follows the defile, has no less than twenty-two tunnels and many cuttings in the rocks. The only openings occur where the Isker is joined by affluents. In all these little valleys and by the riverside where the gorge is not bare, the soil is exceedingly fertile. Nut-trees are a characteristic feature of the river bank and the heights above it.

Two general features of the central portion of the W. Balkans are of importance. Good communication along the foot of the range is provided by the long valley of the Ogost; while the most favourable passes in the region are not found where the Balkans are lowest; e. g. the Sveti Nikola pass, used by the Byelgradchik-Pirot road, owes its existence to the deep valleys of the Chyuprenska in Bulgaria and the Ravnidolska Reka in Serbia; similarly the Petrov Han pass is determined by the deep valley of the Brzi. Both these passes rise to a height of 4,737 ft., and they are the only routes suitable for wheeled traffic.

The Central Balkans

The Central Balkans extend from the Isker gorge to the Demir Kapu pass, near Slivno. They have little unity of formation: in their W. half the earlier formations of the W. Balkans are continued, and in the E. half the later formation of the E. Balkans is anticipated. Their first group of mountains, the Golema Planina (alt. 5,538 ft.), has no plateaus and no well-defined watersheds, but merely high peaks gathering up the ends of ridges and valleys which radiate, like a star, from them. The greatest heights are above Orhanie, and the valleys opening W. are the widest. The Golema Planina becomes lower as it goes E. and it is only 3,123 ft. high at the Araba Konak pass. This pass was, before the building of the railway, the main route between Sofia and the towns of the Balkan Foreland. E. of it the Etropole Balkans begin suddenly, the western heights of which (the Yaldez Tabya, alt. 5,429 ft., and Mt. Shandornik, alt. 4,691 ft.), dominate the pass. Both these heights were fortified by the Turks in the Russo-Turkish War.

E. of the Golema Planina, the Vissoka Planina extends to the Shipka pass. The group, as its name implies (Vissoka, high), rises to a great height. Its main peaks are over 6,500 ft. and they never stand out more than 650–1,000 ft. above the general level of the group. The passes in this district are about 6,000 ft. high, e. g. the Ribarski pass is 6,286 ft., and

the Rozalita pass is 6,332 ft. It is interesting to notice in this connexion that in the Alps, where there are heights of over 13,000 ft., passes are found of under 6,500 ft. The S. slopes of the group are of crystalline schist, bare, and very steep; they have countless small streams, which become torrents after heavy rains. The N. slopes are well wooded and steep only at the borders of river valleys; in general they fall easily, and send out spurs to join ridges parallel to the main line. In the central portion of the group is the beautiful Mt. Bratanitsa, the pine-covered slopes of which rise abruptly from the valley of the Savodna.

The greatest height in the whole Balkans is reached by the Yumruktsal (alt. 7,785 ft.) in the Kalofer Planina. This hill takes its name from the pasture land on its summit. In contrast, however, to the rounded top are the steep and rocky sides; in these are found an unusual number of chamois. The town of Kalofer is itself situated in a valley of the ridge which the Kalofer Planina sends out to join the Sredna Gora.

Between Kalofer and Shipka two passes lead N. out of the Tunja valley. Neither is suitable for wheeled traffic. The Balkans are lower as they approach Shipka, and the actual height of the Shipka pass is only 4,363 ft. This pass is not easy for wheeled traffic.

The remaining groups of the central Stara Planina rarely rise above 5,000 ft. and often fall to 2,600 ft.; many of their subsidiary ridges rise to a greater height than the central mass. Characteristic also of this district are the long, deep valleys. The Trevna Planina, in which coal is found, forms the W. of two main groups of hills. Its N. slopes are well wooded, and the foothills are inhabited by a race of people who live scattered in a large number of small hamlets. The E. part of the Trevna Planina, where the Hainkői pass runs up the river of that name and then crosses the watershed at an altitude of 2,241 ft., is the lowest point in the Balkans, between it and the Isker gorge. This pass, however, was not chosen by the engineers of the Transbalkan railway, who used the valleys of the Popovska and the Drenovo,

on account of their serving a more important region N. of the mountains. E. of the Trevna Planina is the Elenska Planina, over which runs the road from Tverditsa to Elena. It is interesting that this road does not use the river valleys, but keeps above them. The reason for this seems to have been that the S. valleys are narrow, liable to flood, and have perpendicular sides, and that a steep road has often been preferred by the Bulgarian road-makers to the expense of bridges.

The Eastern Balkans

The Eastern Balkans, owing to their weak system of folding, are comparatively low; they only rise above 3,300 ft. in the Slivno and Kotel groups; in the E. they are for the most part below 1,650 ft. The surface is throughout composed of limestone, with patches of older rock, and there are two or three main chains, all of about the same height and character. Further, the rivers which in the central and W. Stara Planina flowed N. or S. and opened up passes, here flow E. into the Black Sea, with a course parallel to the lines of the mountains. To cross the E. Balkans it is therefore necessary to pass over several ridges. The Demir Kapu pass (alt. 3,598 ft.) which marks the beginning of the E. Balkans, is the last of the Balkan passes to cross only one main ridge. The Kotel and the Vrbitsa passes both climb the Chatal and Kotel Balkans; the former then climbs the Sakar, and the latter the Vrbitsa Balkans, and both finally climb the Preslav Balkans. Of the main ridges the Slivno group forms a broad mass whose steep and stony sides would offer some difficulty to an army. Next come the Chatal Balkans to the S. and the Kotel and Vrbitsa Balkans to the N.; these are lower and more wooded as they go E. N. of these are the Dervent, and, in the SE. part, the Preslav Balkans. These are steep on both N. and S. and well wooded; in spite of their comparatively small height (2,415 ft.) they have the imposing appearance common to all hills that rise steeply from a plain. They are continued to the Black Sea by the wooded Kamchiska

Planina. On the S. side, E. of the Deli Kamchik and the road which follows it, are the Aitos Balkans. The S. slopes of these fall steeply to the Hadzhi Dere valley; but the N. slope is more gentle and much cut up by the numerous affluents of the Kamchik. At the end of the Balkans are the Eminska Planina, the name of which is derived from Haemus, the classical name for the whole range. These, like the Aitoshka Planina, fall steeply to the Hadzhi Dere valley, but they never rise above 1,650 ft., and their average height is only 656 ft. They contain good pasture lands.

The hills fall abruptly into the Black Sea: their culminating point is Emine Burnu, alt. 197 ft., rising to a height of 1,257 ft., $1\frac{1}{4}$ mile inland.

THE SREDNA GORA

The Sredna Gora (middle mountain) runs from the Vitosha Planina to Yamboli. It falls naturally into three divisions: the Ihtiman mountains, the central Sredna Gora, and the Karaja Dag, as the eastern portion is generally called. Crystalline schist plays the greatest part in the composition of all three divisions, except in the E. Karaja Dag, where granite rocks are prominent.

The Ihtiman group is a large mass, divided, however, by numerous small streams. The summits are rounded, the slopes covered with oak woods, the valleys are winding, and, owing to the poverty of the water-supply, lend themselves only poorly to cultivation. Most of the mass lies between the 2,950- and 3,900-ft. contours. The Sofia-Constantinople road crosses the range by the Vakarel pass, alt. 2,687 ft.

The central Sredna Gora runs mainly W.-E., but is divided by valleys running in all directions. The highest portion of the ridge, rising to 5,150 ft., is SE. and SW. of Koprevshitsa. The summits are round, and bare rocks are rare; the slopes are very fertile, and on them magnificent beech woods alternate with rich pasture land; the only bare parts are near Panagyurishte and Koprevshitsa. The N. slope is steep near Zlatitsa, but becomes easier as one journeys E.;

the S. slopes fall gradually to the foothills, which in turn descend to the Maritsa valley. Owing to the irregular position, the steepness and narrowness of the valleys, the range is not easy to cross.

The E. Sredna Gora (the Karaja Dagħ or Srrena Gora) begins E. of the Stryama, and is about 84 miles long, and for the greater part of its length it is only 9 miles wide. It continues the characteristic features of the central group, except in the E., where it is of the limestone formation mentioned above. It is easily crossed because there is only one ridge, and the valleys are symmetrical, and run well up the watersheds.

The Sredna Gora ends near Yamboli in isolated hills, of which the Duman Tepe, alt. 846 ft., is the most prominent.

THE SUB-BALKAN VALLEYS

The valleys between the Balkans and the Sredna Gora, due in part to erosion in the W. and to faulting in the E., are all of similar character. A soil well watered, with rich alluvial deposits and a good mild climate, makes them exceedingly fertile. The most important valleys are those in which are situated respectively the towns of Zlatitsa, Karlovo, Kazanlik, Tverditsa, and Slivno.

The Zlatitsa valley has a length (W.-E.) of about 19 miles, and an average breadth (N.-S.) of only $2\frac{1}{2}$ miles. Two spurs from the Sredna Gora shut in the valley on the E. and on the W.; the Topolnitsa makes its way out by a narrow gorge at the SW. end of the valley. The valley is thus protected from cold winds, and all kinds of fruit-trees flourish in it: walnut-trees are very prominent. The valley has twice played a part in military history. It was a large camp of John Hunyadi and the Serbians in their campaign against the Turks in 1443, and the scene of General Gourko's second crossing of the Balkans in the Russo-Turkish War in 1877.

The Karlovo valley is nearly 20 miles long and a little over $4\frac{1}{2}$ miles broad. A very large number of streams flow through

it to join the Stryama, which keeps to the SW. side of the valley. These streams are mostly dry in summer and scrub grows on their banks—a good protection against damage by flood after sudden storms. Granite hills rise here and there—especially near Banya—out of the alluvial valley. The soil is fertile and the climate warm, so that extensive vine and rose cultivation is possible.

The Kazanlik valley, the most important and most fertile of the five plains, is watered by the Tunja. It is 44 miles long, and from 5 to $7\frac{1}{2}$ broad. All travellers, from von Moltke onwards, speak of the beauty and the productiveness of this valley. It is not only the most extensive rose garden in the world, but it contains also magnificent walnut-trees, and herds of sheep and cattle.

The Tverditsa valley lies ENE. of the Kazanlik valley; its S. boundary is the crystalline granite hill of Medzherlik, through which the Tunja cuts its way.

The Slivno valley has practically no S. boundary, since the Karaja Dagħ here sinks to isolated hills and ridges. The valley, owing to its weak fall, is marshy in many places; several of its rivers bear the name of Asmak (marshy stream) and in the E. end of the plain is the large Straldzha marsh. The plain is agricultural and pastoral, with no woods, though numbers of isolated oak-trees are found. With an increased population the plain could be made more productive.

THE MARITSA AND ITS VALLEY

The Maritsa rises in the Rhodope, S. of Ihtiman and E. of Samakov. It has an E. course as far as Adrianople. In the Rhodope it is a violent stream flowing through a beautiful wooded gorge, which narrows, in places, to the water's edge. There is a waterfall near the mineral baths of Kostenets. The Maritsa draws its water from those parts of the Rhodope and the Rila Planina where there is a large rainfall, perpetual snow on the mountain-tops, and some mountain lakes. Its tributaries from the Rhodope also have a good supply of

water, which is fairly distributed, owing to the evenness of the rainfall and the gradual melting of the snows. After leaving the hills, the Maritsa passes through the fertile districts of Tatar Bazarjik and Philippopolis. Its fall is here not great, and it winds between low banks, bordered often with willows or aspens. The river constantly shifts its bed, and is liable to floods from the mountains. The road and railway alike are often in danger. The best crossing is by the stone bridge at Tatar Bazarjik. Its bed is sand, shingle, or pebbles, and there are numerous islands, some of which are merely shifting banks of sand, and others permanent tree-covered features of the river-bed. The banks are marshy and difficult of access. At Philippopolis the river is about 220 yards broad. Flat-bottomed barges can use the river below Adrianople; before the building of the railway, river transport was used to convey the rice which is largely cultivated in the neighbourhood. The rice-fields are irrigated and form an obstacle to military movements. Malaria is common in the valley.

The valley near Philippopolis is exceedingly fertile on the Rhodope side and at the foot of the N. hills; vineyards, orchards, and nut-trees are found in abundance; in the centre the plain is treeless and sparsely inhabited; towards the E., as the ground rises, small oak woods and patches of scrub and pasture land are found. The main S. affluents of the central Maritsa are—from W. to E.—the Elli Dere (Yelme Dere), the Stara Reka, and the Krichima Reka. The first of these is interesting for the excellent road that has been built along the 19-mile defile below Chepino; the river itself is used as a cheap and convenient way of bringing down timber from the hills, the logs, mostly fir and pine, being floated down the stream. The Stara Reka flows through a narrow valley, in places wooded, in places a precipitous gorge, as far as Peshtera; below Peshtera the valley opens out into good water meadows. The valley is not of much use as a means of communication because it makes a great curve to avoid the Baba Bair. The Batak-Peshtera-Tatar

Bazarjik road leaves the valley and crosses directly over this treeless ridge. The Krichima Reka, the largest of the affluents, flows through a narrow gorge, with the road keeping high above : it has water enough for logs to be floated down it.

In contrast to the S. all the N. affluents except the Topolnitsa flow from steep and bare mountain-sides. In summer they are almost dry ; in the rainy season, or just after a rapid melting of the snows, they become torrents ; the amount of débris brought down by them frequently raises their bed above the surrounding level of the plain, and consequently they do great damage when they are in flood. The lower courses of the streams, just before they join the Maritsa, water rice-fields. The plain of Stara Zagora is as fertile and well cultivated as that of Philippopolis, and the streams running through it to the Maritsa share the same characteristics in the two plains, except that those in the former have not a large fall, and are therefore marshy. The Monastir Bair, the bare slopes of which rise only once to 1,960 ft., and the wooded Sakar Planina (alt. 2,700 ft. ; gneiss formation) divide the valley of the Tunja from the Stara Zagora plain.

The Tunja joins the Maritsa at Adrianople. Its W.-E. course through the Sub-Balkan valleys has already been described. After passing through the Medzherlik Planina the river has—except in its passage of the Sakar Planina near Shahli—a broad, winding valley ; the stream divides frequently. It has little importance for communication. In the plains it is avoided ; where it passes through defiles, very considerable engineering would be necessary for road-making, and the neighbouring passes offer an easy alternative. Between the Tunja and the Black Sea is the Istranja country, a broad expanse of wooded hills, increasing in height towards the Turkish frontier. The main ridges run parallel to the sea. The country is difficult for an army, and, until very recently, communications across it were exceedingly poor. The Bulgarians are reported to have been active in building strategic roads.

The width of the Tunja is from 35 to 50 yds. ; the average may be taken as about 45 yds. Under normal conditions the depth is from 3 to 7 ft. After heavy rain in spring the depth increases to 10–15 ft. In the dry periods in summer and autumn, the river can be crossed in many places by carts. At most mills and villages boats are to be found. Near Adrianople and in the lower reaches the bottom of the river is muddy, but farther N., above the district of Fikele, it is clean and hard.

The Arda joins the Maritsa at Adrianople. It is a mountain river, with narrow gorges and but few widenings. Owing to the winding course of the stream and the confined nature of the gorges, no main road follows the river valley ; but its S.-N. affluent, the Sugudlu, is used by the Gumuljina-Kirjali road. The Sugudlu flows through a narrow ravine which opens out at intervals into small cultivated plains. In the last 15 miles of its course the Arda flows through a valley 4–6 miles broad. In its lower course it can only be forded in certain places ; the last 10 miles have no fords at all.

The lower Maritsa, from Adrianople to the Aegean, forms the boundary between Bulgaria and Turkey (1916).

From either direction, from the Aegean Sea or from the interior of Bulgaria, its valley offers a natural route into Thrace. The great road and railway from Sofia to Constantinople use the Maritsa valley between Philippopolis and Adrianople ; the road and railway from Dedeagach to Adrianople follow the lower Maritsa.

In its lower section, from Adrianople southwards, the Maritsa has only a slight fall. Its length here is 90 miles, and in this distance it falls only about 130 ft. The valley is broad and open the whole way, and is liable to flood. The west bank, from Adrianople to the mouth, is marshy practically over the whole distance. The east bank is firmer, as far as the mouth of the Ergene. The river is navigable for flat-bottomed boats at all seasons up to Adrianople ; for barges from October to June. It is used also by a local type of sailing boat of thirty tons. The average depth of the river is 7–10 ft. ; the bed is sandy,

and the rate of the current 2 miles per hour in summer. There are no rapids, and no fords except in a very dry season.

Throughout its whole course south of Adrianople the Maritsa has low banks. Only in one small section, above the Ergene junction, between Yediköi and Chumlekköi, do they rise to a height of 10–12 ft. The slopes of the valley near the river are almost bare. The high ground on the west (r. bank) is in general a little higher than the ground on the east.

Between Adrianople and the Ergene junction there are numerous islands on the Maritsa. Between Kuleli Burgas and the junction with the Kizil Deli Chai (south-east of Demotika) there is a close succession of islands all the way. At the Kizil Deli Chai junction there is a wooded island, $\frac{1}{2}$ mile long, 350 yds. broad, with firm sandy soil, like the rest of the bed of the Maritsa. In winter and spring it is inundated. Farther south, between Mandra and Karabunar, there are three islands; the two most northerly are about $1\frac{1}{4}$ mile long, 200 yds. broad, and covered with medium-sized trees and brushwood. They are reported to stand 5 ft. above the highest flood water. Opposite Sufili is the largest of the islands, about 2 miles long. It is used as connecting-point in the ferry between Yediköi and Sufili. The most northerly of the three islands is said to be the most suitable for bridging the Maritsa.

Over its course from Adrianople the bed of the Maritsa is low-lying, but not liable to inundation to the same degree as is the country below its junction with the Ergene. There are permanent settlements on the east (l.) side, and tracks used at all seasons. In winter the west (r.) side of the valley is always liable to flood. In this section its only considerable affluent from the NE. is the Sazlu Dere.

The main channel of the Maritsa comes into the sea at Enos, where there is a sand bar, with $3\frac{1}{2}$ ft. of water. The town is flanked by a large salt lagoon on either side, with about 3 to 8 ft. of water. The lagoons have narrow shifting entrances. There are other similar lagoons between Enos and Dedeagach.

The Delta of the Maritsa.—There are two channels forming the Maritsa delta, from a point $1\frac{1}{2}$ mile S. of Kaldirkoz. The western channel is the frontier between Bulgaria and Turkey; the eastern, which debouches at Enos, is the main channel. The region between is marshland. In spring and winter it is impassable. In summer the delta is used as meadowland, and can be traversed. As it is largely composed of hard sand brought down from the interior by the river, it is probable that even artillery could be dragged across in summer. The grass grows up in great profusion, in places to a height of 5 ft.

THE PLAIN OF SOFIA

The plain of Sofia is bounded by the foothills of the Stara Planina, and by steep ridges in the S., E., and W. The general slope of the plain is from SE. to NW.; the length is $46\frac{1}{2}$ miles, and the breadth from 10 to $12\frac{1}{2}$ miles. It is very well watered, and the greater part of it is marshy; the S. diluvial terrace, which marks the limit of the marshy region, actually passes through Sofia. The Isker passes through the plain, and divides into a number of arms; the country near the river is liable to severe inundation. In the NE. and E. are two lesser plains of moderate fertility, and no strategic importance. On the SW. side the Vitosha Planina affords an obstacle to roads; of the two roads leading into the plain from the Struma valley, one is NW. and the other SE. of the Planina. The NW. corner of the plain offers a route of no great difficulty into Serbia over the rocky and waterless Dragoman hills, on the slopes of which are low oaks.

THE STRUMA AND THE HEIGHTS OF WESTERN BULGARIA

S. of the Balkans and W. of Sofia, the Rila mountains and the Rhodope, is a mountainous region of Alpine character, with an average height of 3,250 ft.; only a little over one per cent. of the country is below 1,640 ft. The mountains, from N. to S., are the parallel ridges and foothills of the main Stara Planina, the Vitosha, Rila, and the Osogova Planina.

Fortunately, for purposes of communication, the Struma valley connects the various plains of SW. Bulgaria, and offers a good route between Sofia and the Aegean. The basins of Gyueshevo and Kustendil are thickly peopled by Bulgars and Mohammedans, and are well cultivated. The Struma rises in the Vitosha Planina, waters the important plain of Pernik (alt. 2,460 ft. : $6\frac{3}{4}$ miles long, 3 miles broad), in the neighbourhood of which are the best coal-fields in Bulgaria, and passes through a short and narrow defile to the marshy plain of Radomir (alt. 1,968 ft. : 21 miles long, with an average breadth of $4\frac{1}{4}$ miles and a greatest breadth of $13\frac{3}{4}$). It then enters a 12-mile gorge through the Konyavska Planina; the road which follows the river through the gorge had often to be cut through the rock. The fertile plain of Kustendil is then reached (average alt. 1,640 ft. : 13 miles long, with an average breadth of 4 miles). The road makes a detour through Dupnitsa, while the river again passes through a defile, until it comes to the town of Bobochevo. Here it is joined by the Dzhermen, down which a road runs from the plain of Dupnitsa, the most productive of the W. Bulgarian plains. This valley offers the most direct approach to Sofia, since roads lead from it to the Pernik-Sofia and Samokov-Sofia roads. After its junction with the Dzhermen the Struma flows in a rough and narrow valley, which the road occasionally leaves, and which between Karasuköi and Uranovo is a narrow gorge.

There is a small opening between Simitli and Srbinovo, but the river enters another defile to pass Mt. Kryesna. Here the road leaves the river in places, and climbs through the steep oak-covered sides of the defile. Below Gradeshnitsa the valley opens out into what was anciently a lake. The river has very little water in summer.

The Struma has a number of affluents; apart from the Dzhermen, the most important is the Strumitsa. This stream flows W.-E., and offers the best route from Bulgaria to Serbia, S. of the Kustendil-Üsküb road. It joins the Struma just N. of the Bulgarian frontier. Its valley, which is divided into two parts by a gorge, is one of the most fertile in W. Bulgaria.

It has extensive vineyards and orchards, and cereals and even rice are cultivated in it.

The highlands from and through which the river and its affluents flow consist of four main groups: the Lyulin and Vitosha Planina, bordering the Sofia plain; the Krayishte group, which extend N. of Kustendil and W. of Radomir to the Serbian frontier, and have no military importance except that the Nish-Kustendil railway follows the Bistritsa valley at the S. end of the Planina; the Osogova, Osogoviya, and Malesh Planina, W. of the Struma and W. and S. of Kustendil; and the group of hills, in the centre of which is Trn.

The first group deserves mention, on account of its closeness to Sofia. The Vitosha Planina is 17 miles long, and nearly 12 miles broad; it rises to over 6,550 ft. Its sides—except at the foot, where they are well wooded—are bare and very steep, but it has a number of mountain plateaus, at an altitude of about 6,000 ft., with mountain pasture land or marshes covered with tall grass. The Lyulin Planina is bare, with especially steep N. sides. The other hills are largely crystalline formations; they are well wooded with deciduous trees on their lower and conifers on their upper slopes; there are many mountain pastures. The high Osogova Planina falls to 3,900 ft. where the Kustendil-Üsküb road crosses the frontier into Serbia.

RHODOPE AND THE RILA MOUNTAINS

Between the valleys of the Struma and the lower Maritsa extends a mass of mountains, the main formations of which are gneiss, crystalline schists, and granite. These mountains form, especially in their western half, a barrier of the first order. The first mass, the Rila Planina, is the best known of the S. Bulgarian mountain groups, both for its beauty and for the historical associations connected with the Rila Monastery. The Rila mountains are very high; their average—6,135 ft.—is greater than that of any other group in the Balkan peninsula; 12 peaks rise above 8,850 ft., and the highest peak, Mus Alla, in the N. of the group, is 9,590 ft. high. The upper

slopes of the Planina are bare or covered with pines and larches ; the lower slopes have extensive beech woods. In one of these, enclosed in a beautiful valley, at a height of nearly 3,900 ft., is the Rila Monastery. There are a large number of mountain lakes. A good road exists up to this point, and a chaussée across the mountains to Samokov has been projected, and perhaps completed.

S. of the Rila Planina is the Pirin Dagħ, separating the Struma from the Myesta. Its greatest height is 8,794 ft. Its summits are often rounded, and its S. slopes bare and scarped. On the side of the Myesta, towards the Razlog basin, its sides are strewn with huge rocks and glacial basins. The lower slopes are flanked with pine woods and fall into steep valleys, with mountain cascades. It sends out spurs (alt. about 6,000 ft.) to the sea between the valleys of the Struma and the Myesta.

There is no gap in the Rhodope from side to side, but the valley of the Myesta opens to S., the valleys of the Elli Dere, the Krichima, and Stanimachitsa to the N., of the Arda to the E. The river Myesta flows in a NW.-SE. direction. It passes for most of its course through narrow defiles. Where the head-streams of the Myesta unite is a small habitable area, with a number of Bulgar and Mussulman villages, cultivating maize and other cereals and keeping large flocks of sheep. The small plain of Nevrokop ($6\frac{1}{4}$ miles long and 3 miles broad) is the only other important opening from the source to within a short distance of the mouth. This plain—an oasis of maize, tobacco, vines—is of great importance, since it is the meeting-place of roads from Drama, Seres, the Struma valley, Batak, Chepelare, and also Dobrinishte (for Juma'-i-Bala and Philippopolis). The wildness of the country and the number of lateral ravines make the Myesta only of very moderate use as an approach to Bulgaria. Some useful road-making and bridging, however, have been carried out by the Bulgarians in 1915-16.

Between the upper Myesta and the Elli Dere the country is very difficult, and covered with dense forests. The passes

are only free from snow for a few months each summer. A road follows the Elli Dere gorge.

E. of the Myesta as far as the Arpa Gedik (pass) the Rhodope is a complex of mountains—the principal range being the Dospad Dagħ—continuing the character of the Rila Planina, only not reaching such great heights, though above the plain of Gumuljina the K̄arlik Dagħ rises to 6,233 ft. In the E. part the Rhodope range changes its direction from NW.—SE. to W.—E. This can be seen very clearly in the line of the Arda. This makes the difficulty of N.—S. communications even greater; and, though the altitudes become progressively lower, the mountains are still wooded, rocky, and inaccessible, crowned by bare peaks or mountain pastures.

The Myesta is 120–5 miles long, 55–65 yards broad in the mountains, and 70–100 yards in its lower course; it is 5–6½ ft. deep. The current is 4–5 miles per hour in the mountains, and 3–4 in its lower course. Before issuing from the mountains there is a defile of 8 miles from Yeniköi to Okjilar. The Myesta has 3 mouths: one leaves the main stream near Tojlar village, and flowing to W. of Tojlar and Kadi Obasi, falls into the Aegean E. of Kalamuti (this mouth is not marked on Austrian Map 1:200,000). The other two mouths are marked on the Austrian Map 1:200,000. The Myesta can be crossed on foot in summer in many places.

Five military roads, but no railways, lead through the Rhodope range.

AEGEAN SEA COAST

Bulgaria has an inhospitable coast-line on the Aegean between the mouths of the Myesta and the Maritsa. In the central part of this strip of coast an outlier from the Rhodope range falls with bare sides into the sea, reaching at Mt. Maroniya a height of 2,174 ft. W. of Mt. Maroniya two alluvial plains extend between the mountains and the sea. The western plain, that of Xanthi, is covered for two-thirds of its area by marshes with reeds and poor grass. It is liable to inundation from the Myesta, its W. boundary, and it is

extremely unhealthy. For these reasons the inhabited portion is almost entirely confined to the district round Xanthi at the head of the plain, on a plateau, alt. 285 ft. The harbour of Kalamuti is in Greek territory.

The plain of Gumuljina is separated from the Myesta plain by the Buru lagoon. It is itself divided into NW. and SE. portions by a line of low hills, never rising above 500 ft. Most of the plain is fever-haunted and deserted. Porto Lagos at the mouth of the lagoon is the only roadstead on the coast opposite the plain.

At the E. end of this coast Dedeagach is situated W. of the marshes of the Maritsa delta.

BLACK SEA COAST

• The Black Sea coast, although for the most part bordered by the Istranja hills and the Balkans, is more hospitable than the Bulgarian sea front on the Aegean ; excluding Varna and Burgas there are possible landing-places at Missevriya and Ahillo, both in the Gulf of Burgas, with sufficient hinterland to allow the manœuvring of 10,000 men, and good communications.

The Gulf of Burgas, towards which fall a number of alluvial valleys and plains, forms a contrast to the rocky and often wooded cliffs of the Black Sea coast. There are here three large lagoons behind a sandy coast. The low-lying parts of this coast are malarial.

CHAPTER II

CLIMATE

OVER almost the whole of Bulgaria a continental type of climate prevails. The summers are hot, the winters cold, and the rainfall, though heaviest in summer, is distributed throughout the year. During the winter months the high-pressure system which then lies over the greater part of Eurasia extends into the Balkan peninsula, while a belt of low pressure occupies the basin of the Mediterranean. As a result of this distribution of pressure there is a general tendency in Bulgaria for cold winds to blow from the north during the winter months. The full effect of this, however, is modified in some parts of the country by the protection afforded by mountain-ranges, as is the case in the plains of Eastern Roumelia, and in other parts by a series of cyclonic depressions which make their way eastward along the Mediterranean belt of low pressure and frequently cause southerly winds to blow over the country. In summer, on the other hand, pressure is reduced over the whole Balkan area, but a strongly marked area of low pressure has developed over the Persian Gulf and north-west India, with the result that there is a flow of air from the north-west over the Eastern Mediterranean, and the temperature of south Central Europe is in this way carried over the greater part of Bulgaria.

TEMPERATURE

Winter temperatures are low, especially in the regions which are most exposed to the northerly winds. In the Rhodope mountains Chepelare, which lies at an elevation of 3,625 ft. about fifty miles due north of Kavalla, has a mean January temperature of 25.5° F. and a July mean of 61° F.

The figures for Samokov (3,117 ft.) about thirty miles south-east of Sofia, and Rilski Monastir (3,855 ft.), forty miles south of the capital, indicate the same tendency to colder winters and cooler summers than elsewhere in Bulgaria. In the south-west of the country the basins of Sofia and Kustendil lie at a somewhat lower elevation, and the mean temperature both in winter and in summer is somewhat higher, as is indicated by the January and July figures for the towns of Sofia (1,804 ft.) and Kustendil (1,722 ft.).

In these regions also some of the lowest temperatures in Bulgaria have been recorded. An absolute minimum of -24° F. has been observed at Sofia, while in the Rhodope region the thermometer sometimes reaches -12° to -20° F. The highest temperatures on record in the Rhodope mountains are between 90° and 96° F., at Sofia 99° F., and at Kustendil 101° F.

In the plains of Eastern Roumelia winter conditions are much less severe, owing in the main to their lower elevation and to the protection afforded them against cold northerly winds by the Balkan range. The mean January temperature at Stara Zagora (768 ft.) is just above freezing-point, and at Haskovo and Philippopolis just below it. The July temperature for the region (73° – 75° F.) is higher than found anywhere else except along the Aegean coast. A maximum of over 100° F. is by no means infrequent in the month of August, while in January the thermometer sometimes falls to zero F.

In the Balkan range temperature varies with elevation, but is also considerably affected by local conditions. Gabrovo, which is situated on the northern slope of the range at a height of 1,230 ft., has a January mean of 30° F. and a July mean of 68.5° F.; while Kazanlik, on the southern slope at a height of 1,312 ft., has a January mean of 31° F. and a July mean of 71° F.

On the Balkan Foreland conditions are naturally less favourable than in Eastern Roumelia. The January mean is lower, and for Lom (97 ft.) and Rustchuk (162 ft.) on the

Danube, and Plevna (341 ft.) on the Balkan Foreland it is 28° F. In July, on the other hand, the mean of each of these three places lies between 72° and 74° F.

Varna and Burgas on the coast of the Black Sea have a somewhat milder winter climate than places situated farther inland, but as the Black Sea is a region of low pressure at this season of the year and the winds are generally off-shore, it is probable that they owe this rather to their sheltered positions than to the proximity of the sea.

Along the Aegean coast the Mediterranean type of climate prevails, and here the winters are mild and the summers hot. Figures are not available for any part of the Bulgarian coast, but the prevailing conditions are fairly well illustrated by those given for Kavalla.

WINDS

During the winter months when anti-cyclonic conditions prevail, as is normally the case once or twice each month, there is a general tendency for temperature to fall; winds become light and northerly, and the sky is unusually clear though at times there is a considerable amount of cloud. Such conditions may last for several days at a time or even for a week or two. While they last the winds within the country itself attain no great strength, but the cold air pours down into the low-lying regions of the Aegean Sea and causes a gale which often continues for three, four, and even six days.

On the other hand when a cyclonic depression makes its way along the Mediterranean area of low pressure, as is frequently the case during the winter months, the meteorological conditions in Bulgaria undergo a radical change. On the approach of such a depression from the west the temperature begins to rise and the sky becomes clouded, while the winds become southerly. While it is actually passing over the country temperature continues to rise until line of centre is reached, and it becomes mild or even warm for the time of year, rain falls, and the winds become stronger. As the depression continues to move off towards the east, north-

westerly winds set in with colder weather and often with a considerable fall of snow. Cyclonic depressions of this nature are much less frequent during the summer months.

The most favourable weather conditions occur when a broad belt of equal and moderately high pressure extends from South Russia over the Balkan peninsula to the north coast of Africa, while a shallow low-pressure area lies over Central Europe, or over the Levant and Syria. In the former case mild clear weather prevails with light southerly winds; in the latter the temperature is about the mean value for the month, the sky is clear, and light northerly and north-westerly winds prevail.

In winter gales are rather more frequent than in summer, but even in winter the proportion of calm days is very considerable and only in the upland regions do the gales amount to more than one per month on an average.

RAINFALL

Precipitation in Bulgaria is distributed throughout the year. The greater part is due to the conditions which prevail during the summer months, but no inconsiderable amount falls in winter when the country lies to some extent under the influence of the Mediterranean type of climate. On the Balkan Foreland and the Rhodope mountains and in the plains of Eastern Roumelia the heaviest rainfall takes place in the month of June, while in the basins of Sofia and Kustendil it occurs in May. During September and October rainfall over the whole country is generally low, but in November it begins to increase as a result of the passage of eastward-moving depressions, and a second but lower maximum manifests itself either in that or the following month. Along the Aegean coast where the Mediterranean type of climate is most fully developed the summer is extremely dry, and the maximum rainfall is found in winter (in December at Salonica and Constantinople, but in February at Kavalla). Over the whole country the average precipitation is between 20 and

30 inches. In the Rhodope region it is between 25 and 30 inches, in the plains of Eastern Roumelia between 20 and 25, and in the basins of Sofia and Kustendil about 25 inches.

THUNDERSTORMS

Thunderstorms are common in Bulgaria during the summer months, more especially in mountain regions where high temperature, light winds, and rapid condensation are all favourable to their development. They are less frequent in the lowlands, and only about half as many occur in the Roumelian plains as in the mountains. They are generally accompanied by heavy rain. The weather before each is hot and dry, and becomes much cooler after the storm has passed.

SNOW

As might be expected the snowfall is heaviest in the Rhodope region, in the Balkans, and in the south-west round Sofia and Kustendil. In the Roumelian plains the number of days on which it falls is much less, while along the Aegean coast it is of comparatively rare occurrence.

TABLE I

MEAN TEMPERATURE

	<i>Jan.</i> ° F.	<i>Feb.</i> ° F.	<i>Mar.</i> ° F.	<i>April.</i> ° F.	<i>May.</i> ° F.	<i>June.</i> ° F.
Chepelare . . .	25·5	30·0	34·5	43·3	52·5	57·4
Samokov . . .	25·3	28·8	34·5	43·9	54·0	59·5
Rilski Monastir . . .	27·3	29·8	34·3	42·6	52·7	56·8
Kustendil . . .	27·7	34·5	41·4	50·7	61·0	65·8
Sofia . . .	26·4	31·1	40·1	48·7	58·8	64·9
Burgas . . .	33	34	41·5	51	61	68
Stara Zagora . . .	33	39	44	53	63	69
Kazanlik . . .	31	36	42	51	61	67
Haskovo . . .	31	37	43	53	63	69·1
Philippopolis . . .	31	34	43·5	54	63	70·0
Constantinople . . .	41	41	46	53	62	70
Kavalla . . .	42	44	49	57	68	74·5
Salonica . . .	41	45	49	58	68	76·5

TABLE II

RANGE OF TEMPERATURE

	<i>Jan.</i> ° F.	<i>Feb.</i> ° F.	<i>Mar.</i> ° F.	<i>April.</i> ° F.	<i>May.</i> ° F.	<i>June.</i> ° F.
Chepelare . . .	54·2	52·1	51·1	53·7	46·9	46·8
Samokov . . .	52·5	50·5	46·9	48·1	44·1	42·7
Rilski Monastir . . .	50·4	45·5	45·6	47·3	46·0	44·6
Kustendil . . .	49·4	44·6	46·4	47·2	46·3	44·0
Sofia . . .	48·3	46·9	49·4	52·5	44·6	43·2
Burgas . . .	43·7	43·1	44·2	45·1	40·4	39·3
Stara Zagora . . .	46·7	40·4	41·8	46·6	42·4	38·9
Kazanlik . . .	46·4	43·4	43·8	47·4	45·5	43·5
Haskovo . . .	55·5	46·2	48·3	49·9	49·3	46·8
Philippopolis . . .	43·0	40·2	37·9	45·3	40·8	38·5
Constantinople . . .	29·6	31·9	36·3	38·0	38·7	35·4
Kavalla . . .	35·3	29·5	27·4	32·0	29·1	26·7
Salonica . . .	36·1	36·6	35·3	37·5	37·1	35·1

<i>July.</i> ° F.	<i>Aug.</i> ° F.	<i>Sept.</i> ° F.	<i>Oct.</i> ° F.	<i>Nov.</i> ° F.	<i>Dec.</i> ° F.	
61·0	59·9	52·5	46·6	36·9	31·8	Chepelare.
63·5	63·1	55·2	47·5	35·8	31·1	Samokov.
60·8	60·8	53·8	46·8	37·8	32·0	Rilski Monastir.
69·8	69·6	61·9	52·9	40·6	35·2	Kustendil.
68·0	67·6	61·9	52·7	39·9	30·7	Sofia.
73	72	66	58	47	38	Burgas.
75	74·5	66	57·6	45	39	Stara Zagora.
71	71	62	53·8	42	36	Kazanlik.
74	74	65	55·6	43·5	38	Haskovo.
74	72·5	65	56·1	44	35	Philippopolis.
74	74·5	68	62	53	46	Constantinople.
78	79	71	62	53	48	Kavalla.
80	79	72	63·5	52	48	Salonica.

<i>July.</i> ° F.	<i>Aug.</i> ° F.	<i>Sept.</i> ° F.	<i>Oct.</i> ° F.	<i>Nov.</i> ° F.	<i>Dec.</i> ° F.	
49·0	50·6	46·9	53·6	52·4	51·7	Chepelare.
43·1	47·2	49·9	48·7	50·1	47·4	Samokov.
44·2	48·8	50·1	49·0	45·7	42·7	Rilski Monastir.
45·0	48·4	48·3	47·3	46·9	43·0	Kustendil.
42·8	45·1	46·6	45·8	48·5	44·0	Sofia.
36·8	40·8	42·3	44·2	45·4	43·3	Burgas.
42·0	43·6	45·0	45·9	44·3	41·4	Stara Zagora.
44·2	46·1	48·7	52·1	46·0	42·4	Kazanlik.
47·8	55·1	49·4	58·4	52·1	47·3	Haskovo.
38·6	42·1	43·1	46·3	41·0	37·5	Philippopolis.
29·0	30·1	31·7	30·1	31·6	28·9	Constantinople.
27·9	30·3	33·9	28·6	32·5	28·2	Kavalla.
33·2	37·6	37·4	37·0	38·0	36·6	Salonica.

TABLE III

NUMBER OF DAYS OF (A) FROST ; (B) FROST ALL DAY

(A. *Minimum temperature less than 32° F.*)(B. *Maximum temperature less than 32° F.*)

	Nov.		Dec.		Jan.		Feb.		March.		April.	
	A.	B.	A.	B.	A.	B.	A.	B.	A.	B.	A.	B.
Chepelare . . .	17	2	24	3	28	7	23	3	24	1	12	—
Samokov . . .	19	3	26	4	29	9	25	6	24	2	10	—
Rilski Monastir . .	15	1	23	4	28	5	23	2	23	1	9	—
Kustendil . . .	12	5	18	2	28	9	18	3	13	—	3	—
Sofia . . .	14	2	21	6	28	11	21	5	15	1	4	—
Burgas . . .	6	1	12	2	22	5	14	2	8	1	11	—
Stara Zagora . . .	8	—	14	1	21	5	10	1	9	—	1	—
Kazanlik . . .	11	1	17	1	27	5	16	1	12	—	2	—
Haskovo . . .	6	—	11	2	19	4	10	1	8	—	1	—
Philippopolis . .	7	1	12	2	24	8	13	3	7	—	—	—

TABLE V

MEAN MONTHLY RAINFALL

	Jan.	Feb.	Mar.	April.	May.	June.
	ins.	ins.	ins.	ins.	ins.	ins.
Chepelare . . .	2.56	2.6	1.93	2.52	2.91	4.31
Samokov . . .	1.59	1.67	1.85	2.42	2.81	3.31
Rilski Monastir . .	1.90	2.44	2.17	3.11	3.1	3.36
Kustendil . . .	1.94	1.9	1.22	1.78	2.84	2.38
Sofia . . .	1.50	1.42	1.46	2.05	3.39	3.23
Burgas . . .	1.85	2.24	1.61	1.77	2.02	3.38
Stara Zagora . . .	1.46	1.85	1.69	1.58	2.44	3.35
Kazanlik . . .	1.73	1.81	1.46	1.73	2.76	3.74
Haskovo . . .	2.52	2.32	2.13	2.05	1.88	2.94
Philippopolis . .	1.89	1.81	1.61	1.85	1.68	2.65
Constantinople . .	3.42	2.72	2.44	1.65	1.18	1.34
Kavalla . . .	2.80	3.42	2.72	1.93	2.05	1.65
Salonica . . .	1.26	0.87	1.10	1.61	1.73	1.85

TABLE IV

MAXIMUM NUMBER OF DAYS, IN ANY YEAR, OF
(A) FROST ; (B) FROST ALL DAY

	Nov.		Dec.		Jan.		Feb.		March.		April.	
	A.	B.	A.	B.	A.	B.	A.	B.	A.	B.	A.	B.
Chepelare †	22	7	28	8	31	12	28	7	31	4	18	1
Samokov †	13	12	27	12	31	15	28	19	31	19	9	3
Rilski Monastir †	23	5	29	9	31	8	28	14	28	4	15	—
Kustendil †	19	2	28	18	30	24	28	18	30	2	5	—
Sofia*	27	9	29	16	31	23	28	18	29	3	9	—
Burgas *	17	2	21	10	29	17	26	5	21	3	4	1
Stara Zagora †	15	2	24	4	31	11	28	8	28	1	2	—
Kazanlik †	18	2	25	4	31	9	28	6	26	1	4	—
Haskovo †	14	2	24	9	31	13	28	7	23	3	4	—
Philippopolis †	14	2	25	14	30	16	25	17	19	—	2	—

* Observations, 1894-1910, utilized.

† Observations, 1900-10, utilized.

July. ins.	Aug. ins.	Sept. ins.	Oct. ins.	Nov. ins.	Dec. ins.	
3.64	1.97	1.54	1.69	2.64	3.07	Chepelare.
2.70	2.0	1.76	1.81	2.02	1.22	Samokov.
2.40	2.12	1.63	3.06	3.43	1.9	Rilski Monastir.
2.37	2.35	1.48	2.15	2.53	1.68	Kustendil.
2.83	2.07	1.59	2.19	1.93	1.42	Sofia.
1.55	1.18	0.87	1.98	2.52	2.05	Burgas.
2.15	1.61	0.99	1.58	2.36	1.81	Stara Zagora.
2.23	1.51	1.76	2.08	2.48	1.69	Kazanlik.
1.63	1.32	1.13	1.42	3.03	2.20	Haskovo.
1.65	1.23	1.34	1.24	1.77	1.34	Philippopolis.
1.06	1.65	2.05	2.52	4.02	4.80	Constantinople.
0.71	2.16	1.34	0.87	2.72	3.23	Kavalla.
0.79	1.02	1.14	1.73	1.97	1.97	Salonica.

TABLE VI

RELATIVE HUMIDITY

	<i>Jan.</i>	<i>Feb.</i>	<i>Mar.</i>	<i>April.</i>	<i>May.</i>	<i>June.</i>
	%	%	%	%	%	%
Chepelare . . .	75.5	76.5	75	71.5	72.5	75
Samokov . . .	77	79.5	77	70.6	69.3	71.3
Rilski Monastir . . .	72	71.4	71.4	67.5	70.6	70.2
Kustendil . . .	77.5	75.4	69	61.7	60.3	63.7
Sofia . . .	82	79	72	66	66	68
Burgas . . .	80	83	81	77	79	77
Stara Zagora . . .	73	73	68	61	61	63
Kazanlik . . .	77	75	69	63	64	66
Haskovo . . .	81	81.5	77.5	70	68.5	69.5
Philippopolis . . .	78	79.5	73	65	67.5	65.5
Constantinople . . .	74	71	62	57	57	53
Kavalla . . .	84	85	83	83	81	79
Salonica . . .	70.8	71.3	68.3	66.1	64.3	60.7

<i>July.</i> %	<i>Aug.</i> %	<i>Sept.</i> %	<i>Oct.</i> %	<i>Nov.</i> %	<i>Dec.</i> %	
70.5	70	74.5	76.5	78.5	80	Chepelare.
66	63.3	70.3	78.2	80	82	Samokov.
66	63.3	70.7	76	78	79.4	Rilski Monastir.
59.2	56.5	64	75	78.2	80.2	Kustendil.
63	62	68	77	81	83	Sofia.
74	72	75	81	82	84	Burgas.
53	50	58	69	74	77	Stara Zagora.
57	54	63	73	78	79	Kazanlik.
59.5	58.5	66.5	75.5	81.5	84.5	Haskovo.
58.5	58	65	73.5	79.5	81	Philippopolis
53	53	55	63	71	74	Constantinople.
75	75	78	82	84	85	Kavalla.
54.2	57	62.4	71	73.6	74.5	Salonica.

CHAPTER III

HISTORY

The position of Bulgaria in history—The Roman province of Moesia—The Dark Ages—The first and second Bulgarian empires—The advance of the Ottoman Turks—Bulgaria under the Turks—The liberation of Bulgaria—Bulgaria under Prince Alexander of Battenberg—The reign of Ferdinand of Coburg.

THE POSITION OF BULGARIA IN HISTORY

THE country known as Bulgaria has passed through five well-defined stages of history. First it was a Roman province, or rather it was part of the Roman provinces of Moesia and of Thracia. In the next stage it was a contested area, fought for by the Byzantine Greeks and the barbarians who invaded it from the north. In the third stage it was a national Bulgarian Empire ; in the fourth a Turkish province. Finally the Turkish power was ejected, and the modern kingdom of Bulgaria established.

Bulgaria therefore is a new country with an ancient history. Emancipated from Turkey less than forty years ago, it stepped out, almost from mediaevalism, into the full light of modern day. It was not to be expected under these circumstances that the nation would behave exactly like one of the old-established nations of Europe. The qualities which the Bulgarians have shown are largely the result of their history : docility under their governors, patience and endurance. The Bulgarian people is still almost without political experience, and, for lack of means to make up its own mind, has had to accept the opinions put before it by over-ardent nationalists, by the sovereign and his *entourage*, and by the self-seekers who in every State know how to make capital out of the passions of the people.

Bulgaria has never been a great State, although for two brief periods it attained to considerable power. Any claim it may advance to rule in the Balkan Peninsula or at Constantinople is justified neither by history nor by considerations of race and geography. Yet, although they have no grounds for claiming to rule the whole Balkan Peninsula, the Bulgarians occupy a notable position in it, to which their history and their present numbers and development entitle them. The Bulgarian people themselves claim no more.

THE ROMAN PROVINCE OF MOESIA

In the first century of the Christian era the Roman Empire extended its rule over the whole Balkan Peninsula. Three provinces were formed. The first was Moesia (founded A. D. 6), which included practically all the country between the Balkans and the Danube, and was eventually extended to include a district north of the Danube (known later as Moldavia). The second province was Thracia, which comprised the country south of the Balkans to the Aegean and Sea of Marmara. The third province was Dacia, founded by Trajan in A. D. 107; it included the modern Transylvania and Wallachia.

The country which is now known as Bulgaria was therefore, under the Romans, part of the Balkan provinces of Moesia and Thracia. North of the Balkans, it was in Moesia, south of the Balkans it was in Thracia. The people of the country were known as Thracians or Illyrians, tribes of ancient stock who had inhabited the peninsula of the Balkans since the Stone Age. Subsequent invasions and settlements have obliterated this old race.

For two hundred and fifty years the Balkan provinces were prosperous under the Roman Empire. In the third century, however, the peninsula became the scene of invasions which were to continue for some centuries, destroying its economic life. The first to come were the Goths. These were a Teutonic people, the most eastward of that race, inhabiting the district

of the Middle Vistula. Their onslaughts on the Roman frontier provinces caused the empire to narrow its boundaries. The emperors fought vigorously to defend their Danube frontier; Decius was killed in battle against the Goths near Varna in A. D. 251, and Valens likewise fell in A. D. 378, in a great battle at Adrianople. The efforts of the Roman emperors were unavailing. At the end of the fourth century, the empire itself was divided, and the whole Balkan Peninsula was left to the Eastern or Byzantine rule; but actually the Goths were in occupation of the greater part.

THE DARK AGES

The term Dark Ages, as distinct from the early centuries of the Christian era, and from the Middle Ages, applies with special significance to the Balkans in the period between the fifth and the tenth centuries. The tradition of the Roman Empire remained in the eastern portion of the Empire which had been divided off from the western in A. D. 395. This eastern portion was known in the Dark and Middle Ages as the Byzantine Empire. This Power had its capital at Constantinople, and its territories extended over Asia Minor, and in Europe over Greece, Macedonia, and Thrace, that is to say, over the whole area south of the Danube. The northern frontier of the Byzantine Empire, however, was never very stable, and till the fall of Constantinople before the Turks in A. D. 1453 there was a continuous struggle to hold the country between Adrianople and the Danube. One 'barbarian' race after another crossed the Danube and fought its way towards and sometimes over the Balkans. Among these invading races were the Bulgarians.

The Bulgarians, however, were not the first to come. As early as A. D. 409 the Huns are said to have made an invasion south of the Danube into Thrace. But the great invasions came in the sixth century. It was then that the Slavs entered the Balkan area, and settled there in sufficient numbers to give it that predominantly Slavonic character which it has

retained ever since. They came from the countries now known as Poland and Galicia, crossing the Danube about the year 520. Closely associated with the Slavs at this period were the Avars, a non-European (Caucasian) people, of Turkish or Mongolian stock. Together they formed a great horde which in A. D. 559 got almost to Constantinople, when they were repelled by Justinian's veteran general Belisarius. In spite of this defeat, the Slavs never lost their hold on the Balkan Peninsula. The Avars made no permanent settlements, but the Slavs penetrated the whole Balkan area and indeed the whole region from the Black Sea to the Adriatic.

The Slavonic invaders seem to have been accompanied by members of another people besides the Avars. These were the Bulgarians, an Asiatic race, of the stock known as Finno-Ugrian, who had first settled in Europe along the Volga, and on the steppes to the north of the Black Sea. Although probably present with the Slavs and Avars in the invasions of the sixth century, they formed no permanent settlements till the next century. Quite a large Bulgarian kingdom had been formed in South Russia, from the Volga to the Danube. This kingdom survived in an attenuated form down till the sixteenth century, when it was absorbed in the Muscovite Empire. It was an offshoot from the people of this Bulgarian kingdom of South Russia which established itself about the year A. D. 670 south of the Danube, at Varna. They were a comparatively small conquering race, like the Franks in Gaul or the Normans in England, and like those conquerors became practically absorbed in the numerous subject people over which they ruled. This is the origin of the Bulgarian people in the Balkans—a fusion of a conquering Turanian tribe with a numerous and probably more prolific Slavonic race. The Bulgarian language and physical type ceased to have any existence of their own in the Balkans. What remained was a Slavonic people with a Slavonic language, a people, however, whose racial characteristics have been undoubtedly influenced by the stock of the conquering Turanians, and whose sentiments will continue to be affected by their history. Like the

Franks in France, the original Bulgarians, although absorbed by their subjects, have left their name as a permanent memorial of their conquest and settlement.

The Bulgarian nation became Christian through the efforts of the Greek brothers Cyril and Methodius, who were sent on a mission to the Slavs by the Byzantine Emperor Michael III, in A. D. 865. Tradition says that St. Cyril composed the alphabet. In fact he composed the Glagolitic writing, an earlier form of the Cyrillic. Both were founded on the Greek liturgical alphabet, which is the basis of the alphabets (almost identical with each other) that are used in Bulgaria and Russia. The Bulgarians from this time belonged to the eastern branch of the Catholic Church, which at the end of the ninth century had a Patriarch of its own, who was established at Ochrida.

THE FIRST AND SECOND BULGARIAN EMPIRES

In the Middle Ages, before the Turkish domination came in A. D. 1393, the Bulgarians formed a large but unstable State, which was united or divided according as the personality of its rulers was strong or weak. The two periods of extended power for the Bulgarian nation consist in the first place, of the First Bulgarian Empire, which lasted little more than the reign of Simeon between A. D. 893 and A. D. 927. The Second Empire lasted somewhat longer, and is dated between A. D. 1186 and A. D. 1258. During these periods the Bulgarian power had to meet the opposition of the wealthy and ancient Byzantine Empire, a Greek State of which the centre was at Constantinople. The Bulgarian empires rose and passed away. They never reached to Constantinople or displaced the Byzantine rule.

The Byzantine Empire, which came to an end in A. D. 1453, maintained for over a thousand years the tradition of the Roman Empire in the Balkan Peninsula. Constantinople was an imperial city, founded by Constantine the Great in A. D. 328, out of the old Greek colony of Byzantium. When the Western Empire went down before the barbarian invasions of Italy,

the Eastern Roman Empire remained under a succession of rulers of various dynasties, till the last Palaeologus died fighting against the Turks in A. D. 1453. The mediaeval Bulgarian State was at times the rival of the Byzantine Empire, but except perhaps under Simeon never seriously threatened it. The two States were very different in kind. The Byzantine Empire was Greek, bureaucratic, nourishing the classical tradition to the last. Its ancient and elaborate administrative system assured to it continuity and permanence, apart from the strength or weakness of the sovereigns who governed it. The Bulgarian State, on the other hand, had a ruder nature. It was not Greek, but Slavonic. Its organization was loose and shifting, and the continuity of the kingdom depended upon the personal strength of the ruler. It had few towns and the inhabitants lived mainly by agriculture. Along the Black Sea coast some Greek settlements carried on a certain amount of commerce. There was also a through trade to Germany and Bohemia.

Although not to be compared with the Byzantine Empire in age or civilization, the empire of Simeon was for about thirty years the most powerful in Eastern Europe. It stretched across the Balkan Peninsula between the River Morava and the Black Sea. The Bulgarian army was well disciplined, and there is evidence that there was considerable wealth in the country. The forces of the Byzantine Empire were met and defeated, and even tribute was exacted from them. The great Tsar, as Simeon was called, understood the blessings of peace, and under him agriculture flourished and commerce was developed. A Bulgarian literature grew up, chiefly ecclesiastical, with certain romantic and historical works. The Bulgarians have reason to look back with pride to the reign of Simeon.

With Simeon's death, however, this prosperous state of affairs passed away. Dissensions arose inside the country. Gradually the State split up into an eastern and western section. The western section, of which the chief places were Ochrida, Sofia, and Vidin, and which included part of Albania

and Macedonia, remained an independent national State. Eastern Bulgaria was reduced under the control of the Byzantine Empire as part of the old province of Thracia.

The kingdom of Western Bulgaria, or the Empire of Ochrida, as Bulgarians are proud to speak of it, continued the tradition of Simeon's power, under the Tsar Samuel. His power extended to the Adriatic, and for a time he even recovered the province of Eastern Bulgaria and ruled to the Black Sea. The Byzantine Empire again became confined within a restricted frontier, which did not extend much further north than Adrianople. It was ruled, however, by a great soldier, the Emperor Basil II. A long and terrible war was undertaken, ending in A.D. 1014 in the decisive defeat of the Bulgarians at Seres. The cruel Greek emperor is said to have caused 15,000 Bulgarian prisoners to be blinded. Broken with disappointment, the Tsar Samuel died two days later. National Bulgarian historians claim his reign as being part of the First Bulgarian Empire, with which indeed it has a good deal of continuity and honourable grounds of comparison.

For about seventy years the territories which the Tsars Simeon and Samuel had ruled were part of the Byzantine Empire. But the Bulgarians did not take kindly to the Greek rule and the memory of their empire remained dear to them. In A.D. 1186 a great insurrection occurred which resulted in the establishment of a Second Bulgarian Empire at Tirnovo. The insurrection was actually started by two Vlach shepherds, men of Roumanian stock, but who had claims to descent also from the family of the Tsar Samuel. Their revolt was successful, and one of the two Vlach shepherds became the Tsar John Asen I, with his capital at Tirnovo. The existence of a strong Bulgarian Empire under the Asen dynasty was helped by the cloud under which for nearly fifty years the Byzantine Empire lay. In A.D. 1204 the Frankish crusading host, which had come from the West on its way to defend the Holy Land against the Saracens, turned its covetous arms instead against the gorgeous city

of Constantinople, and overthrew the Byzantine Empire. From A.D. 1204 to A.D. 1261 Greece and Constantinople were ruled by Frankish emperors, of the family of the Counts of Flanders. With only this weak feudal State to contend with, the Second Bulgarian Empire became the greatest power in the Balkans. Under John Asen II the memories of Simeon were again revived. Agriculture and commerce increased, and some literature was composed. Time, however, was wanting to develop Bulgaria's civilization, and whatever manuscripts existed in the thirteenth century perished in the troubled period which followed. The interesting church of the Forty Martyrs and the citadel at Tirnovo remain as memorials of the notable days of the Asens. But in A.D. 1257 the Asen dynasty became extinct, and with it the Second Bulgarian Empire passed away. In A.D. 1261 the Franks were expelled from Constantinople, and the ancient Byzantine Empire was re-established by Michael Palaeologus. About the same time a strong Serbian State was growing up, and under Stephen Dushan obtained sovereign power over Bulgaria. The Serbian Tsar Stephen was a man of great political insight as well as military skill. He saw the danger which threatened the Balkan Peninsula from the Turks, and attempted to prevent their advance by the creation of a great Serbo-Greek Empire under himself. During his reign, from A.D. 1331 to A.D. 1355, he extended his rule over Montenegro, Albania, and Macedonia, except the great city of Salonica, which remained, nominally at least, under the Byzantine Empire. Stephen, of course, ruled also in Old Serbia, his capital being Ūsküb, and controlled Bulgaria, which was administered, however, by its native rulers.

THE ADVANCE OF THE OTTOMAN TURKS

About the same time that the Serbians extended their power over Bulgaria, a great Mohammedan military power was rising in Asia Minor. This was the power of the Ottoman Turks.

The Turkish tribes originally came from the region of Central Asia known as Turkestan. In the middle of the eleventh century, under the Seljuk dynasty, they conquered most of Asia Minor from the Byzantine Empire. Towards the end of the thirteenth century the Seljuk dynasty split up, and ended ingloriously about the year 1315. Its place was taken by the chiefs of another Turkish horde. These chiefs were descended from a certain Ertoghrol, whose son was Osman I. Osman conquered the feeble Seljuk principalities in Asia Minor and at his death, in A. D. 1326, held most of the southern coast of the Sea of Marmara. From him has come the name of the Ottoman Turks.

Under Murad I the Turks, in A. D. 1361, crossed the Hellespont, where they already held the fortress of Gallipoli, and carried out an energetic campaign against the declining Byzantine Empire. Adrianople fell to the Turks in A. D. 1361, Philippopolis in A. D. 1364. Adrianople became for a time the capital of the Turkish Empire. In A. D. 1389, on August 27, the Serbs and their Roumanian allies met the Turkish host on the plain of Kosovo. The Serbian kingdom was overthrown, and Bulgaria was also subjugated. The fall of Constantinople was staved off by the Byzantine rulers for over sixty years more, but it came in A. D. 1453, on May 29, when Mohammed II entered the palace of the emperors, and turned St. Sophia, the church of the Sacred Wisdom, into a mosque.

BULGARIA UNDER THE TURKS

Bulgaria remained under the Turks till A. D. 1878. The rule of a loosely constructed empire like the Turkish is always stricter near the centre. Bulgaria, therefore, is said to have suffered more than the other Christian provinces of the Turks. The Bulgarian nobility, called by the Slavonic name of *boyars*, adopted Mohammedanism; at different times during the Turkish period, peasants also became converts to Islam and formed the communities of Pomaks, which exist to the present day in Bulgaria. The Graeco-Bulgarian Patriarch had a palace

at Ochrida in Western Macedonia till A. D. 1767, when he was transferred to Constantinople. All the high ecclesiastical positions were held by members of the wealthy Greek families who inhabited the Phanar quarter of Constantinople. They purchased the ecclesiastical posts from the Turkish Government, just as they purchased the positions of Hospodar in Wallachia and Moldavia.

The situation of the Bulgarian peasantry under the Turks was deplorable. The landowners, who were Turks or converts to Islam, collected a rent of one-tenth of the produce of the soil. Heavy taxation was levied by the central government, and an annual tribute of male children—stated to have been one in every five—was taken to supply the force of Janissaries. Even more terrible were the sufferings inflicted by the local Turkish officials on Bulgarian men and women. Under Turkish rule agriculture stagnated, and commerce practically disappeared. Certain towns, by bargaining with the Porte, retained a limited amount of self-government, but these privileges were frequently violated and in the end proved useless.

In the first half of the nineteenth century a process of revival began slowly to show itself. In 1817 the Serbs, after a struggle of thirteen years, gained their autonomy from the Turks. In 1821 the long and terrible Greek insurrection began, and further shook the Ottoman power. A revival of national Greek literature took place. Education had increased in Wallachia. The Bulgarians too, illiterate and depressed though they were, could not fail to be in some degree influenced by the rise of national feeling in the Balkans. In 1829 the Russian army under Diebitsch had passed through Bulgaria, after crossing the Danube and capturing Silistra. Adrianople fell to the Russian arms in the same campaign. The benefits of this successful war of Russia against Turkey were felt by Greece, which gained its independence, and by Wallachia and Moldavia, which had their autonomy increased. Bulgaria had not yet sufficient national life of its own to obtain recognition. But the feeling of nationality, though still latent, was working among the people. Such feeling requires a literary expression,

with education and particularly the teaching of history, to make it strong. It was among the clergy, of whom the lower members were native Bulgarians, that this literary expression was found. In 1762, a monk of Mount Athos called Païsii wrote a Bulgarian history, which revived the national story and the heroic past of the depressed Turkish province of Roumelia. A few more histories and ecclesiastical works appeared from time to time. In 1835 a Bulgarian called Aprilov, who had emigrated to Odessa and made money in business there, founded a school for boys in his native town of Gabrovo. In the same year a monk of the Rila Monastery wrote a grammar, giving form and system to the national tongue. This growth of national feeling was not considered necessarily to exclude a *rapprochement* with the Serbians. Prince Michael of Serbia, between the years 1865-7, encouraged the Bulgarian propaganda, being apparently under the impression that he might come to reign over a joint Serbo-Bulgarian nation.

THE LIBERATION OF BULGARIA

The Treaty of Paris, March 30, 1856, which came at the end of the Crimean War, included no special conditions for Bulgaria. The inhabitants of that country were supposed to benefit by Article IX, which took note of the Sultan's intention to ameliorate the condition of his Christian subjects, according to a firman which he had issued in the previous month. There was, however, little amelioration to show as a result. The Turkish system of government was rotten. An honest and energetic administrator like Midhat Pasha would bring some measure of comfort to his province, but the average Turkish official was not like Midhat, who only administered the vilayet of the Danube from 1864 to 1867. This was a period of unrest. The national aspirations of Bulgaria gained a certain amount of recognition on March 11, 1870, when the Porte agreed to the establishment of an Exarch of the Bulgarian Church, independent of the Patriarch, who since the early Middle Ages had been the ecclesiastical head

of the Greeks and Bulgarians. The political aspirations of the Bulgarians still remained unsatisfied.

In 1875 a revolt, aroused by the iniquitous system of tax-collecting, broke out in Herzegovina against the Turkish Government. From Herzegovina, the revolt spread to Bosnia ; it was taken up next year by Prince Milan of Serbia and Prince Nicholas of Montenegro. A small insurrection in Bulgaria at Panagyurishte was repressed by the Turks with the usual barbarities. Batak, in the Rhodope Mountains, suffered even more ; the Bashi Bazouks, who sacked the town, burned one thousand people in a church, where they had taken refuge. An internecine struggle ensued in Bulgaria, Pomaks massacring their Christian brethren, and the Christians not withholding their hands from the Turkish inhabitants.

The war of Montenegro against the Turks was carried on with conspicuous success, but the Serbs suffered defeat. The Concert of Europe tried to arrange terms of peace and of improved government for the Turkish Empire towards the end of 1876 ; but the new Sultan, Abdul Hamid, had just granted a constitution to Turkey, and the parliament showed no intention of submitting to the dictation of the Powers. The Conference of the Powers at Constantinople came to an end in January 1877. In February Midhat was dismissed from the councils of the Sultan—a clear indication that the reactionary influences at the Porte had triumphed. In April Russia opened war.

This was the great War of Liberation, 1877–8. It was by Russian arms that Bulgaria was erected into an independent State. Had the Powers permitted the Russian Government to have its own way at the peace, a Bulgaria of much more extended frontiers would have been established. Yet, even without this extension, the establishment of the free, compact, and strong State of Bulgaria, from the Balkans to the Danube, was a notable achievement of Russia.

In the war which achieved this result a Bulgarian contingent was organized, and fought with great distinction in the forces of the energetic Russian general, Gourko. The Roumanian army, under Prince Charles, also figured prominently,

particularly at the siege of Plevna. In February 1878 the Grand Duke Nicholas had his headquarters at San Stefano, just outside Constantinople. On March 3 he concluded with the Porte the Treaty of San Stefano. According to Article VI of this treaty, Bulgaria was constituted an autonomous principality, tributary to Turkey. Its boundaries were on the most generous scale, and included practically all the communities in the Balkan Peninsula of Bulgarian extraction or sympathies. The northern frontier was to be the Danube from Olachköi (near Rasova) on the east to Rakovitsa (near Vidin) on the west. From Rakovitsa the frontier ran south, partly by way of the Morava, partly by way of the Black Drin, turning east again, just missing out Salonica (which was left to Turkey), till it reached the Gulf of Orfano on the Aegean; finally it reached the Black Sea by an eastward line that left Adrianople to Turkey, but gave Kirk Kilisse to Bulgaria.

This magnificent rectangle of territory was, however, not allowed to stay with the Bulgarians. It would have blocked Austria's intended route to the Aegean; and the British Government feared that the new Bulgaria, without political experience or strength, would be a mere client-state of Russia. Accordingly, as a result of the Congress of Powers held at Berlin, the famous Treaty of Berlin was concluded on July 13, 1878. This settled important questions regarding Serbia, Roumania, and Montenegro. As regards Bulgaria, the treaty was of the highest importance. The Treaty of San Stefano was set aside and replaced by new articles. Bulgaria was to be a principality, autonomous, but tributary to the Sultan. The northern frontier was to be the Danube, from Rakovitsa on the west to a point just east of (and therefore including) Silistra on the east. So far the frontier was not very different from that of the Treaty of San Stefano. But from this point everything was different. The western frontier ran down the crests of the Stara Planina and other mountains till it reached the waters of the Upper Struma. It then turned east and north-east over the Rhodope Mountains and ran along the

Balkans to the sea. Thus the new Bulgarian State held the plain of Sofia and the Balkan foreland, but the valleys of the Maritsa and Tunja, the cities of Philippopolis, Yamboli, and Slivno remained to Turkey. This great region, south of the Balkans, was to be called Eastern Roumelia, and to be subject to the political and military authority of the Sultan, but with a certain amount of administrative autonomy under a Christian Governor-General.

The new State of Bulgaria did not include all the members of its race within the Balkan Peninsula, but it was a well-defined, compact area, probably as large as such a new untried State could, at that time, manage. On April 29, 1879, a national assembly at Tirnovo elected Alexander of Battenberg, a prince of the grand-ducal house of Hesse, to be their prince.

BULGARIA UNDER PRINCE ALEXANDER OF BATTENBERG

Alexander of Battenberg was twenty-two years old when he came to Bulgaria as prince. He was no statesman, but had fought in the Russian army in the War of Liberation at the crossing of the Danube and at Plevna. The new State of Bulgaria was endowed with a single-chamber parliament, called the *Sobranie*; the high officials were Russian officers. Alexander of Battenberg was himself a nephew of the Tsar Alexander II.

Within a few years of the Treaty of Berlin, which created it, the new principality almost doubled its size by a union with Eastern Roumelia. This province of Turkey prospered under the self-government granted to it under the Berlin Treaty. The governor was a well-to-do Christian Roumeliote. Before 1878 the majority of the population had been Moslem, but during the war of 1877-8 and in the following years there had been a great deal of emigration of the Mohammedans. The Bulgarian element desired union with the Principality. In September 1885 a *coup d'état* was carried out at Philippopolis, and the union with the Principality of Bulgaria was

proclaimed. Prince Alexander hesitated, but on the advice of the patriotic Bulgarian statesman, Stambulov, he resolved to risk the hostility of the Powers, and led his army into Philippopolis. With considerable difficulty, the Powers and Turkey were induced to acquiesce in Alexander becoming the Christian Governor-General under the Treaty of Berlin. This arrangement was largely due to the sympathy shown by Lord Salisbury to Bulgarian national sentiment. Roumelian deputies took their seat in the *Sobranie* at Sofia. The extended Bulgaria thus established was a fair compromise between the unwieldy State which the Treaty of San Stefano would have made, and the truncated Bulgaria set up by the Treaty of Berlin.

This extension of the Bulgarian Principality aroused great indignation among the Serbians, who claimed compensation. A brief war ensued, in which Prince Alexander, who was only at home in the army, was the heroic leader of his people. The Serbian army was defeated in a three days' battle, which began on November 17, 1885, at Slivnitsa. The result raised Prince Alexander to the height of his popularity in Bulgaria, just as it still more diminished the reputation of the Obrenovich dynasty in Serbia. Such were the normal results of the battle. But another result of the most extraordinary kind rapidly ensued. It was said that Prince Alexander had alienated the Russian Government by his independent spirit; but this does not explain the suddenness and completeness of his fall. The truth is, the Bulgarian State was not yet completely established or organized. Thus it was that a few discontented army officers were able to enter the prince's palace at Sofia, on August 21, 1886, and at the point of their revolvers force him to sign his abdication of the throne. He was then conveyed to the Danube and allowed to proceed into Russian territory. When the people learned the news, great indignation prevailed. Stambulov took the lead in inviting Alexander back. He returned on August 29, little more than a week after his kidnapping, but offering to leave the decision, whether he should reign or not, to the Tsar Alexander III of Russia. This weakness was fatal. The Tsar showed no sympathy, and

accordingly, on September 7, Prince Alexander left Bulgaria for ever. He died in 1893.

The Bulgarians had now to find another prince. After looking in various directions, they offered the throne to Ferdinand of Coburg, the youngest son of Prince Augustus of Saxe-Coburg. He was then (1887) a young man of twenty-six, a lieutenant in the Austrian Hussars, but without military tastes. He was a well-educated man, and endowed with quick intelligence. Under him the precarious throne of Bulgaria became stable, and for twenty-five years the prosperity of the country steadily increased.

THE REIGN OF FERDINAND OF COBURG

Until 1908 the development of Bulgaria went on peacefully, in spite of the internal political agitations which never ceased. In the Balkan States party connexions tend to become private political feuds, and Bulgaria had very little political experience with which to guide herself. Until 1894 the Premier was Stefan Stambulov, a strong and patriotic man, with a rather domineering character. Under his firm and energetic régime brigandage was put down, and the finances set upon a good basis. The administration was carefully organized on the model of the French bureaucracy. The patient, industrious habits of the population, mostly engaged in agriculture, helped to build up a State sound economically and strong enough to defend its independence. Its peaceful character won the goodwill of the Powers, and Bulgaria came to be regarded as a thoroughly established, progressive State, without chauvinistic ambitions.

In 1894 Prince Ferdinand dismissed Stambulov, but until 1908 little change was noticeable in Bulgarian policy. From that year, however, he followed a new policy, of which the aim seemed to be to make Bulgaria a great Power, an empire with its capital, perhaps, at Constantinople. This design was based upon a careful fostering of the history and traditions of the mediaeval Bulgarian Empire.

The Balkan Peninsula in the nineteenth and twentieth centuries has never ceased to be agitated by its great past. The modern Greeks look to inherit the ancient greatness of Hellas; the Young Turks at Constantinople believe themselves to be the heirs of East Rome, the mediaeval Byzantine Empire. The Serbians know that under Stephen Dushan they were the greatest and most widespread Balkan people when the Turks arrived in Europe. Against memories like these the Bulgarians advance the history of the empire of Simeon and Samuel, an empire which at the time rivalled the Byzantine, and just failed to take Constantinople.

Prince Ferdinand from the first carefully insisted on this traditional greatness. His first proclamation was issued not from Sofia the modern capital, but from Tirnovo, the ancient seat of the mediaeval Tsars. The patient, unimaginative peasant people were inspired with the idea of their ancient greatness, and became ready to sacrifice themselves to re-establish the Bulgarian Empire. The year 1908 was chosen by Prince Ferdinand for his first great step. The revolution in Turkey had temporarily rendered the Porte powerless. The international situation, especially regarding Austria and Germany, was seen to be favourable by Prince Ferdinand, who had visited Vienna in February, and had been well received. On October 3, 1908, Austria suddenly announced to the Chancelleries of Europe the annexation of Bosnia and Herzegovina, which under Article XXV of the Treaty of Berlin she had 'occupied and administered' since 1878. Two days later, October 5, in the church of the Forty Martyrs at Tirnovo, Prince Ferdinand had himself proclaimed 'Tsar of the Bulgarians'. The suzerainty of the Sultan was thus publicly done away with. The Porte protested, but was satisfied by a compensation in money. The Russian Government advanced this money on behalf of Bulgaria by cancelling about half of the indemnity which Turkey was still due to pay for the War of Liberation, 1877-8.

Ferdinand's next great political step was the formation, in conjunction with the great Hellenic statesman Eleutherios

Venizelos, of the Balkan League. The object of this union of Greece, Bulgaria, Serbia, and Montenegro was to compel the Turkish Government to give autonomy to Macedonia, where many inhabitants of Greek, Serbian, or Bulgarian race were suffering under Ottoman misrule.¹ The League had a scheme for certain rectifications of their frontiers at the expense of Turkey, but this scheme did not extend very far. The diplomatic fencing which ensued on the demands which the Governments of the League addressed to the Porte, ended in the First Balkan War, beginning in October 1912.

The war surprised Europe with the military collapse of the Turks. It surprised the Balkan Allies themselves, who conquered far more territory than they had arranged with each other to divide. The Montenegrins took Ipek. The Greek army took Southern Macedonia, including the great city of Salonica. The Serbians took Old Serbia, including Ūsküb, where Stephen Dushan had been crowned; they also entered Monastir. The Bulgarians took Mustafa Pasha, Kirk Kilisse, and finally Adrianople itself, in March 1913. Only the lines of Chatalja and Bulair held up the march of the victorious Bulgarian army. Thus for a few months European Turkey, except for the peninsulas of Gallipoli and Chatalja, was completely submerged.

The Balkan Allies now held all Macedonia and almost all Turkey down to the Chatalja lines. Further than that the League had no intention of proceeding, nor was it in the power of the Bulgarians alone to go through to Constantinople. The Greeks and Serbians were satisfied with the territories they had conquered, but the Bulgarians wanted more of Macedonia, which they claimed under a Serbo-Bulgarian Treaty made before the war. A Conference was held at London on the invitation of the British Government. The result was the Treaty of London, between Greece, Bulgaria, Serbia, Montenegro on the one part, and Turkey on the other, con-

¹ By Article XXIII of the Treaty of Berlin, the Porte had undertaken to apply to 'the other parts of Turkey in Europe' laws similar to the Organic Law (1868) of Crete. The undertaking had not been carried out.

cluded on May 17/30, 1913. By this treaty the Sultan ceded to the sovereigns of the Balkan League all his territory on the continent of Europe (except Albania) west of a line drawn from Enos on the Aegean to Midia on the Black Sea. The Balkan League thus held all Macedonia and a large part of the Central Plain of Turkey. Their original scheme of division had contemplated only a division of Macedonia. Bulgaria, however, had taken Adrianople, which she naturally wished to keep, and she wished also to have as much of Macedonia as she had originally stipulated for. Over this problem of division a rift appeared in the Balkan League.

There was something to be said on both sides. Under the terms of the alliance Bulgaria had a claim to certain parts of Macedonia in which the Bulgarophile racial element was strong. On the other hand she had gained the great prize of Adrianople, partly through the heroic sacrifices of her own army, partly through the co-operation of her allies in the other parts of the theatre of war. Greece held Salonica and much other valuable territory, it is true, but Serbia had had to give up *her* prize, Albania and access to the Adriatic, from which certain influences, especially that of Austria, excluded her. The whole matter was a subject for very delicate and careful negotiations. But King Ferdinand of Bulgaria, though a skilful negotiator, ceased to use his gifts when they were most needed. He tried to solve the difficulty by war. At the end of June the Bulgarian army was suddenly launched against the Serbian and Greek forces which were aligned along the Macedonian frontier. The short but intense Second Balkan War ensued. The Bulgarians made no headway against the Greeks and Serbians, but on the other hand they showed a good defence when thrown back upon their old frontier. The war seemed likely to drag on for some time, when on July 10 King Charles of Roumania led his army over the frontier of Bulgaria and took Silistra. The march of the Roumanian army was practically unopposed. By the end of the month it was within ten miles of Sofia. With vigorous enemies in front and behind them, the Bulgarians could hold out no longer. An

armistice was arranged, and finally on August 10, after a Conference at Bucharest, the famous Peace of Bucharest was concluded. Beaten as she was, with all the contracts between herself and the other Balkan States dissolved by the war which she had begun, Bulgaria nevertheless came away from the Conference of Bucharest increased in territory. Some things she did lose—Adrianople and Silistra—but in Southern Macedonia she received a large and most valuable increase. Her chief loss—Adrianople—was at the hands of Turkey, with whom she had to make the Treaty of Constantinople on September 29.

Before the Treaties of Bucharest and Constantinople the southern frontier of Bulgaria ran from the Black Sea, at a point north of Akhtebolu, westwards to a point south of Kustendil, where it turned north and made its way up to the Danube. Her only seaboard was on the Black Sea. The total area was 37,240 square miles. After the Treaties the southern frontier was greatly extended. It included more of the Black Sea coast than formerly, and westward reached the Maritsa, to the south of Mustafa Pasha. From this point it ran south across country to the Lower Maritsa below Demotika. It then ran down the west bank of the river to the Aegean Sea. From this point to the mouth of the Myesta river, a distance of about 80 miles, the Aegean became the southern frontier of Bulgaria. From the mouth of the Myesta the frontier ran inland, north and westwards again, so as to give the whole of the Upper Struma to Bulgaria. The area of the kingdom was increased from 37,240 square miles to 43,305 square miles.

Nevertheless the Treaty of Bucharest left Bulgaria with a bitter and revengeful spirit, which the king seems particularly to have cherished. There were three States against which Bulgaria felt a great grievance. One was Roumania, which as an indemnity for its intervention in the Second Balkan War annexed from Bulgaria the districts of Dobrich and Silistra, thus extending her Dobruja province by about 3,000 square miles of fertile corn-growing country. The second State

against which Bulgaria felt a grievance was Serbia. Serbia, by the Treaty of Bucharest, received a great part of Macedonia—the districts of Ūsküb and Monastir—which had been conquered from Turkey. The Bulgarians coveted these districts, where they claimed that the population was Bulgarian in race. The truth is that the population is Slavonic; some by dialect and ecclesiastical connexion resemble the Bulgarians; others speak a dialect more like the Serbian tongue and in their ecclesiastical profession adhere to the Serbian branch of the Orthodox Church.

The third State against which Bulgaria had a grievance was Turkey, which had ceded Adrianople and Kirk Kilisse at the Treaty of London, and then, while Bulgaria was distracted by the Second Balkan War, had calmly re-entered these fortresses. Thus Bulgaria lost her greatest prize, without a blow, and the beaten Turk held it.

Such then was the condition of the kingdom of Bulgaria at the outbreak of the European War in August 1914. It was harbouring a grievance and nursing hate, and brooding over the prizes of which it had been baulked. Particularly it longed to take Macedonia from the Serbs and Adrianople from the Turks. But it could not achieve both aims, for, after the intervention of Turkey in the war in October 1914, hostility with one Power could only be maintained through friendship with the other. Serbia was in the Entente Group, Turkey with the Central Powers. The victories of the Austro-German armies in Galicia and Poland seemed to fix the resolution of King Ferdinand. On July 26, 1915, he made the unnatural alliance with Turkey, the pliant Porte ceding to Bulgaria what Turkey still held to the west of the Maritsa, including Demotika and the large final section of the Dedeagach-Adrianople railway. In the autumn Marshal von Mackensen began his campaign of conquest and destruction against Serbia. On October 7 the Austro-German forces effected the crossing of the Danube. Five days later, October 12, King Ferdinand issued his declaration of war, his 'stab in the back' against Serbia.

CHAPTER IV

ETHNOLOGY AND CULTURAL CONDITION

The Bulgars—Intrusion of Turkish element—Present inhabitants—Area and population—The Bulgarian people—Religion—Education—Language.

THE BULGARS

THE country now known as Bulgaria was in ancient times inhabited by the Thracian race which was expelled, or more probably absorbed, by the Slavonic immigration which took place on a great scale and at various intervals between the end of the third and the first half of the sixth century. The Slavs were an agricultural people without outstanding leaders or central organization, their only political unit being the *pleme* or tribe; they were first influenced by Roman civilization and then became fused with the Bulgars, a race distinct from them in origin, religion, and customs, to form temporarily a compact and powerful State, and ultimately that distinct type which we recognize as the Bulgarian people.

The Bulgars are first mentioned by name in classical and Armenian sources in A. D. 482 as living in the steppes to the north of the Black Sea. The modern Bulgarians have a tendency to anticipate the date of the first appearance of the Bulgars in the Balkans. They are unwilling to admit that they were anticipated by the Slavs, preferring to think that the Slavs only insinuated themselves thanks to the energy of the Bulgar offensive against the Greeks. It seems certain, however, that the Bulgars did not settle down anywhere south of the Danube until the seventh century, and therefore that the Slavs were definitely installed in the Balkan Peninsula a whole century before the Bulgars crossed the Danube for good.

The Bulgars, like the Huns and the Avars who preceded them, and like the Magyars and the Turks who followed them,

were a tribe of the stock which we know as Turanian, Mongol, or Tatar. They were at their first appearance a horde of horsemen, fierce and barbarous, practising polygamy, and governed despotically by their *khans* (chiefs) and *boyars* or *bolyars* (nobles). They are reputed to have come originally from Eastern Asia. From their main body, which had established itself on the Volga, a number of Bulgars seem to have detached themselves and begun to move south-westward. After desultory warfare with Constantinople from A. D. 660 onwards, they established themselves between the Danube and the Balkan range about A. D. 670.

The Bulgarians a Fusion of Bulgars and Slavs

The numbers of the Bulgars who settled south of the Danube are not known; they were probably not numerous. In the course of two centuries the Bulgars became gradually merged in the Slavonic (Slovene) population. They gave their name and a political organization to the far more civilized race which they had conquered, but adopted its language, customs, and local institutions. No trace of an Ugrian or Finnish element is said to have survived in the Bulgarian language, unless in the form of a few personal names. Except for the Turkish words introduced into it during the Ottoman rule the language is now purely Slavonic; but the Bulgarian people is not so purely Slavonic. It is a mixed race, which has shown great virility, cohesion, and driving power. This race is distinctly proud of its mixed origin. Although their ancestors were among the pioneers of Slavonic civilization, Bulgarians have never been enthusiastic Pan-Slavists. The Bulgarians like to think themselves an improvement on the Slav, believing that the infusion of the Bulgar element made their race more stable, energetic, and consistent than any of the purely Slav peoples. These latter, on the other hand, and notably the Serbians, affect contempt for the mixture of blood, and what they consider the Mongol characteristics of the Bulgarians. It is certain that between Bulgarians and Germans (including German-Austrians and Magyars) there has

not existed the apparently insurmountable antipathy which persists between these latter and contiguous Slav peoples. Slav influence was maintained in Bulgaria through the Russians, but had to contend with the ceaseless flattery and wooing of Bulgaria by Austria-Hungary and Germany.

INTRUSION OF TURKISH ELEMENT

For five centuries (1393–1878) Bulgaria was ruled by the Turks, who had sacked and destroyed towns, villages, and monasteries, and converted whole districts into desolate wastes. The inhabitants fled in large numbers from the plains to the mountains; many of the nobles accepted Islam, but only a small proportion of the people followed their example. The conversion of the isolated communities now known as Pomaks took place at various intervals during the first three centuries after the Turkish conquest.

In 1861, 12,000 Crimean Tatars, and in 1864 a still larger number of Circassians, were settled by the Turkish Government on lands taken without compensation from the Bulgarians; the Circassians, a lawless race of mountaineers, proved a veritable scourge. The provinces of European Turkey in which the Bulgarian element predominated became an autonomous principality under the suzerainty of Turkey in 1878. The long period of Turkish domination had effectually obliterated all social distinctions among the Bulgarians so that they emerged from that domination the nation of peasants which they still remain. The earliest history of the new principality was marked by a strong reaction against Russian tutelage and autocratic institutions, both movements showing that the new nation was likely to prove strong-willed and egoistic.

PRESENT INHABITANTS

Pomaks, Turks, Tatars, Bulgarians

In discriminating between the various elements making up the present population of Bulgaria one finds difficulty in discovering any criterion which shall determine race with any

approach to absolute certainty. Neither language nor religion affords an infallible test. The peculiar Shòp tribe, which inhabits the mountain tracts of Sofia, Bryeznik, and Radomir, although completely Bulgarized, is not apparently of the same race at all, but is perhaps a remnant of the Illyrian people or the result of a mixture of Cumanians and Romans ; while what is probably the purest type of the Bulgarian race, the Pomaks, is not Christian at all but Mohammedan, and, owing to its religion and associations, not easy to distinguish from the Turks. Again Slavs, Bulgars, and Turks are all round-headed, and the two former are believed to have Asiatic blood as well as the Turks. Moreover, much racial mingling has gone on all over the Balkans ; and, in addition, in those lands which remained Turkish until 1912, Greek, Serb, and Bulgarian each sought to assimilate non-Turks, people who were a little apt to vary with the political fortunes of the rival claimants for their regard.

The population of Bulgaria may now be considered much more homogeneous than it was fifty years ago, the Bulgarians constituting about 73 per cent. of the inhabitants of the kingdom. They are found in their purest type in the mountain districts, the Ottoman conquest and subsequent colonization having rendered the population of the plain more mixed. At the beginning of the nineteenth century the majority of the population of the Eastern Roumelian plain was Turkish. The Turkish element declined, partly in consequence of the drain caused by military service, while the Bulgarian element increased, notwithstanding considerable emigration before and after the Russo-Turkish campaign of 1829. Efforts were made by the Porte to strengthen the Moslem element by planting the colonies of Tatars and Circassians referred to above ; but the advance of the Russian army in 1877-8 caused a great exodus of the Turkish population, of which only a small proportion returned to settle again. This emigration of Turkish inhabitants continued after the conclusion of peace, notwithstanding the efforts of the Bulgarian Government to arrest it, so that in the twenty

years from 1879 to 1899 at least 150,000 Turkish peasants left Bulgaria. Nevertheless, Bulgaria was the only Balkan State which succeeded in keeping a fairly large Turkish population (about half a million). The losses have been compensated for to some extent by a considerable influx of Bulgarians from Macedonia, from the vilayet of Adrianople, from Bessarabia and the Dobruja, which took place within the same period, and by the tendency of the inhabitants of the mountain villages to migrate into the richer plain.

The highlands of Rhodope are inhabited by the Pomaks already mentioned, who are probably the most genuine representatives of the Bulgar race. They accepted Islam to preserve their women from the Turkish conquerors. Their numbers were given in 1910 as 26,000, and are said to be declining. These people bring out in an accentuated form the distinct racial affinity of the Bulgarian and the Turk. They were the effective and cruel instruments in the hands of the Turks in the atrocities of 1876. Accounts are discrepant regarding the character of the Pomaks, some asserting that they unite the worst characteristics of Turk and Bulgarian, others professing a distinct liking for them. A few customs and many allusions in their songs testify to their former Christianity. The Pomaks speak Bulgarian mingled with Turkish expressions. There is an unfriendly feeling between them and Christian Bulgarians, and they also manifest a dislike of the Turk which is reciprocated. They are fanatically religious, very superstitious, and much behind the Christian Bulgarians in spiritual and material development. After the Bulgarian conquests of 1912 large numbers of them became apostate, but it is said that the majority of these conversions have been recanted.

Nowhere does the Bulgarian have a pronounced Slavonic type, and in the central Balkans the Ugrian or Finnish cast of features occasionally asserts itself. The men are, as a rule, rather below middle height, compactly built, broad-shouldered, and among the peasantry very muscular. The so-called *intelligenzia* is physically very inferior to the rural population.

The face is broad and rather oval, the nose straight or very slightly curved, the eyes small and narrow, frequently very close together and buried under heavy eyebrows, like the Turks', the hair is blond or more rarely dark. The shape of the skull is not exactly like that of the Slavs, and even less like that of the Finns, an individual character being produced by the projecting jaws. The high cheek-bones and frequently slit-like and slanting eyes are certainly traces of the Turanian element at the foundation of the race. The Bulgarian type is strong rather than fine. The expression of the face is intelligent, serious, and energetic. In the country women are generally of a heavy type, badly formed and rather uncouth; some, however, are not without attractiveness when young, but it tends to fade very quickly.

Turks and Tatars

Turks are to be found principally in the Deli Orman, in the district of Razgrad, at and near Sistov, Razgrad, Shumla, Slivno, Stara Zagora, Tatar Bazarjik. Farther W. Turkish settlements become infrequent, but are occasionally met with, as at Krichim, at and near Nevrokop, at Gradeshnitsa, Juma'-i-Bala, and Kustendil. The Turkish settlers are a peaceable, law-abiding section of the community. They were excluded from military service, for which they show no desire. The Tatars, also a peaceable, industrious people, are chiefly found in the neighbourhood of Varna.

Greeks

There are two categories of Greeks in Bulgaria : (1) Hellenes or pure Greeks who have come to the country in recent years for trading purposes. Their number is insignificant, and was decreasing owing to the conviction of the Greek traders that Bulgarian feeling was against them; (2) Grecomanes, Bulgarians who retain their allegiance to the Greek Patriarch. They speak Bulgarian, but call themselves Greek. There are many of these at Varna and at Kavakli; they are intensely

disliked by the Bulgarians. Their principal occupations are fishing and seafaring. In the valley of the Maritsa and the Arda there is a mixed population of Bulgarians, Greeks, and Turks. There is a Greek colony at Philippopolis.

Roumanians : Vlachs

The Roumanian element is principally to be found near the Danube, and particularly near Lom and Rahovo. This Roumanian colony dates from the eighteenth century, when large numbers of Wallachian peasants took refuge south of the Danube from the tyranny of their *boiers* or nobles. The great majority of these have been pretty completely Bulgarized. The department of Vidin was stated to contain 36 Rouman villages with a population of 30,550. Something like one-third of the Roumanian inhabitants of Bulgaria were actually born in Roumania. Racially identical with the Roumanians are the Vlachs (Arumâni), a race of nomad shepherds who come every summer from Macedonia and the Aegean coast to pasture their flocks on the Bulgarian mountains.

Jews

The Jewish population of the Bulgarian cities is large, and has much to do with banking and mercantile business and with the keeping of hotels and shops. While Jews are not persecuted in Bulgaria they are ostracized, subject to some injustice, and are rather contemptuously and roughly treated. Owing to the thrifty habits of the Bulgarian the Jewish moneylender does not flourish much in Bulgaria.

Gipsies

The gipsies scattered in considerable numbers throughout Bulgaria came into the country in the fourteenth century. They are for the most part Moslems and retain their ancient speech. They live in the utmost poverty, occupy separate cantonments in the villages, and are treated as outcasts by the rest of the population.

AREA AND POPULATION

The estimated area of Bulgaria in 1914 was 43,305 square miles, and the estimated population 4,752,997. Of the new population added after the Treaty of Bucharest, 1913, 227,598 were Bulgarians, 75,337 Pomaks, 275,498 Turks, and 58,709 Greeks.

By a census taken on December 31, 1910, the population of the whole kingdom was ascertained to be 4,337,516 (2,206,691 males, and 2,130,825 females), as against 4,035,575 (2,057,092 males, and 1,978,483 females) in 1900. Bulgaria before 1913 was divided into 12 districts (including the 3 districts of Eastern Roumelia).

The population of districts, according to the census of December 31, 1910, was as follows :

	<i>Population.</i>
1. Burgas	351,500
2. Varna	329,612
3. Vidin	237,571
4. Vratsa	312,460
5. Kustendil	231,522
6. Philippopolis (Plovdiv)	447,309
7. Plevna	365,868
8. Rustchuk	406,309
9. Sofia	481,598
10. Stara Zagora	442,969
11. Tirnovo	448,197
12. Shumla	282,601
Total (1910)	4,337,516
Total (1912)	4,432,427
Total (1914)	4,753,000

The following particulars respecting nationality were given in 1910:—3,203,810 Bulgarians; 488,010 Turks; 75,773 Roumanians; 63,487 Greeks; 98,004 Gipsies; 37,663 Jews; 3,863 Germans; 3,275 Russians, and 61,690 of other nationalities. The present capital, Sofia, had a population in 1910 of 102,812. The other principal towns had in the same year the following populations: Philippopolis, 47,981; Rustchuk, 36,255; Varna, 41,419; Shumla, 22,225; Slivno (Sliven), 50,598; Plevna (Pleven), 23,049.

The census returns of 1910 showed the following distribution of public buildings in the country: 1,347 belonged to the State, 34 to the provincial authorities, 1,436 to the municipalities, 185 to the villages; 196 were schools, 426 churches, 534 mosques, 9 synagogues, 264 monasteries; 77 belonged to various societies, 48 to the National Bank, and 65 to the Agricultural Bank.

The movement of population in the principality in five years has been as follows:

<i>Years.</i>	<i>Marriages.</i>	<i>Living births.</i>	<i>Still births.</i>	<i>Deaths.</i>	<i>Surplus of births.</i>
1907	40,849	181,138	1,092	93,295	87,843
1908	37,016	170,248	939	102,752	67,496
1909	38,927	172,571	1,547	113,203	59,368
1910	38,917	179,563	1,549	99,941	79,622
1911	41,271	175,708	1,365	94,144	81,564

With her rich soil and natural advantages Bulgaria could easily support a considerably larger population. Most of the inhabitants live in the rural districts, although the number of towns is relatively large (73 in 1907).

Infant mortality is high, especially among the peasants. As the less healthy infants rarely survive, the adult population is in general robust, hardy, and long-lived. The number of illegitimate births is inconsiderable.

THE BULGARIAN PEOPLE

In endeavouring to understand the character of the Bulgarian people one has to remember that one is dealing with a nation consisting almost exclusively of peasants: their qualities are largely such as peasants everywhere exhibit. Again, the distinct affinity of the Bulgarian with his ancient enemy the Turk must be borne in mind. Like him ordinarily a placid man, the Bulgarian, when really roused, may become at the best a very good soldier and at the worst as cruel as all the other races who have suffered from Turkish misrule. Reference has already been made to the atrocities committed by the Pomaks. The Bulgarians also showed ferocity and

cruelty towards Turks during the Russo-Turkish War of 1878. It has generally been held that the character of the Bulgarians is in marked contrast with that of their neighbours. They are certainly less quick-witted than the Greeks, less 'temperamental' than the Serbians, less apt to assimilate the externals of civilization than the Roumanians; but they possess to a remarkable degree the qualities of patience, perseverance, endurance, and capacity for laborious effort.

The Bulgarians tend to be reserved, taciturn, and unresponsive with every one, and cold, indifferent, or suspicious with strangers. The word *patilo*, i. e. 'misfortune', is also used by them in the sense of *experience*, and is a favourite expression; they say '*Pitai patilo*', 'Ask some one who has had experience of it.' Hospitable enough, the Bulgarian is nevertheless not so hospitable as the purer Slavs; one finds an inn even in small villages, showing that he expects the stranger to fend for himself. If the Bulgarian is well off he tries to conceal the fact. All classes practise thrift bordering on parsimony and resent any display of wealth. They cannot suppress the evidence of wealth which appears in flocks and herds; but it is believed that they have often large sums of money hoarded about their premises. They are now, however, acquiring more faith in banks and in the few investments open to them. They are rather too anxious to get the best of a bargain and are not particularly apt for commerce. They are certainly an egoistic people, which leads them to be ungrateful at times. Intensely practical in most ways, they are scarcely practical enough in some things according to our standards. Their medical and sanitary arrangements are often far from satisfactory, but the interiors of their houses are clean, and the peasants are personally cleanly.

All the above is that side of the Bulgarians which appears least attractive to the observer, but there is abundance to adduce in their favour. The peasants are industrious, provident, peaceable, and orderly; they are high-spirited without being bad-tempered, the vendetta and the use of the knife in quarrels being unknown. Political agitation is the only thing

likely to lead to bloodshed among them. The family is very strongly constituted and the standard of sexual morality high, especially in the rural districts, an unfaithful wife being an object of public contempt. The Bulgarians are religious in a simple way, but not fanatical, and the influence of the priesthood is limited. In spite of the reservation made above, the hospitality of the peasants remains very striking indeed. The Bulgarian discharges any duty he undertakes very quietly and very efficiently. He has made astonishing material progress and shown great capacity for learning. He can exhibit genuine kindness, and is generally honest and trustworthy. Life and property are in normal times safe in his country. He has steadily and patiently pursued an implicit ideal of practical efficiency with considerable success. The Bulgarians certainly must be called a progressive people. In education, including the education of women, Bulgaria has outstripped her neighbours, the proportion of national income devoted to education before the European War being said to be higher than that of any other European State.

Everything considered, the essential soundness of the Bulgarian character is evident. The Bulgarians compel admiration by their industry, prudence, and methodical progress ; while their characteristics of reserve, bluntness, thrift, calculation, qualities not very attractive in themselves and certainly carried by them to excess, are still not such serious charges as dishonesty or untruthfulness, of which they are not accused as a nation. It cannot be denied that the Bulgarian is generally rather unsympathetic, and it is probable that an element of cold, hard, and selfish calculation enters into his aims and affects his emotions. But it would be a mistake to regard him as the unfeeling creature some imagine. It is probably more correct to recognize that he has depths of very real emotion such as that which colours his strong and persistent national aspirations. Under the influence of intense feeling he can even overcome his avaricious instincts, as when the peasants gave of their goods to the extent of six millions to the Government at the beginning of the Balkan War, and it

may render him capable of great heroism or savagery. The great quality of the people is its readiness to undertake hard work. Bulgarians are amongst the best of agriculturists and gardeners, and are found as such performing the most laborious tasks in South Russia, Roumania, Serbia, Hungary, and the Greek coast of Macedonia, to all of which they migrate annually in large numbers.

The national Bulgarian costume is now seen only in the country districts. The men wear the *kalpak*, a lambskin cap. They wear wide breeches (*poturi*), a red sash (*poyas*), a jacket (*aba*), shoes tied with long laces (*opinak*), and in winter a sheepskin (*djube*). The shirt, a good deal of which is shown, is embroidered with various colours. In the costume of the women colours have a considerable part. The sleeves of their jacket are generally embroidered in yellow and red, and their skirts are also often coloured. On their heads they wear white, red, and green kerchiefs (*shamiya*). The young girls wear the skirt shorter and twist the *shamiya* only round the crown of the head. Girls and women alike wear many ornaments, necklaces (*ogarlitsa*), and strings of bright coins (*naniz*). In Moesia, on the Danube, and in the neighbourhood of Sofia, the costume of the country people is lighter in colour, and in Western Bulgaria almost entirely white. In these districts too the men wear white, close-fitting breeches.

Marriage ceremonies, as in most primitive communities, are elaborate and protracted; elopements are said sometimes to take place with the consent of the parents on both sides to avoid the expense of a regular wedding. When a young man is of age to choose a wife he winds his long shoe-laces up to his knee. He generally chooses a girl near his own age, preferably older rather than younger than himself. In the country marriage comes early, usually in the sixteenth or seventeenth year. Marriages are almost always arranged by the parents, and it is not usual for the couple to come from different communes. Formerly grandparents, parents, and children would live together in one common homestead (*zadruga*). The old people lived in a central house, the sons grouped round them

in little huts (*kolibi*). *Zadrugas* are still to be found but have largely disappeared, the old patriarchal life having broken up under the influence of the new spirit of individualism, the rapid development of Bulgaria, the new facility for travelling, and the experience of barrack life. The new civil code of 1902 omits mention of the *zadruga*. Something of a Turkish character is said often to survive in the Bulgarian treatment of women, the wife being subjected to a discipline almost equal to that of the harem and, once married, living for the family alone, seldom leaving her home except with her husband, not receiving company except in his presence and not visiting places of amusement, with the result that there is very little of what we call social life in Bulgaria; on the other hand women are more emancipated in Bulgaria than in other countries that have been under Turkish rule, perhaps owing to Russian influence.

The women work very hard, spinning, marketing, and attending to flocks and herds.

The Bulgarian on the land lives a laborious life. Having married early he generally has a large family. Nearly every peasant has a farm of from 5 to 15 acres. The cottages of the owners are grouped in a little village and the lands cultivated usually lie at some distance. There are no fences, and the landmarks appear obscure to strangers. Every family has at least one pair of oxen and 40 or 50 sheep, besides cattle, goats, pigs, geese, and chickens, all of which are allowed to graze upon the *mera*, or common pasture, which belongs to the Government, but is held by the community. A peasant of one community is not allowed to use the pasture belonging to another, unless he owns a hut or garden there to give him a title. If a man wishes to sell his place his next-door neighbour has the option. No stranger is permitted to acquire property that any member of the community desires to purchase, and public opinion regulates the price.

If a young Bulgarian is to remain on the land he leaves school at the age of twelve and devotes himself wholly to work on his father's farm, and is introduced to the work of the village

commune. The commune enjoys within the State complete autonomy, being the smallest unit in the administrative organization of the country. It is the organ of local government, and has much to do with the control of the land affairs of this nation of peasant proprietors.

The Bulgarian rises early and works late. His fare is frugal—whole-meal bread, hard cheese, soft cheese or sour curd (which is like rank butter), vegetables, very occasionally meat and eggs. From the Turks he has acquired a liking for sweetmeats. But also he is a Slav and likes a glass of wine on Sundays and feast days. He is very sober, however, and drunkenness is rare. His chief drink is water, with now and again tea made in the Russian fashion, or coffee in the Turkish fashion. A light beer is also brewed in Bulgaria. The principal amusement on Sundays and holidays is the dancing of the *khoro* (χορό) on the village green to the music of the *gaida*, or bagpipe, and the *gusla*, a rudimentary fiddle. The songs of the peasantry are of a romantic and mournful character.

The peasant proprietors live in the plains, in one-story mud houses supported by a framework of timber. The house is often raised about 3 ft. above the ground. The roof, of thatch or tiles, with very little slope, generally extends beyond the walls and forms a kind of verandah, in which maize, onions, and pepper are suspended. The verandah is generally used as a dining-room, and in summer as a sleeping-room. In the mountains the houses are generally of stone and two stories high; the lower story is occupied by the domestic animals. Isolated farms are rare, though there are many ruins of Turkish farm-houses in the plain of Philippopolis; and fairly large villages are common. Every house in the village has its own orchard, surrounded by a wicker palisade. There is little furniture in the houses, and few cooking utensils. Outside the towns little or no billeting would be possible for an army in Bulgaria.

Many ancient superstitions linger among the peasantry, such as a belief in the vampire and the evil eye, and witches and necromancers are numerous and much consulted.

The peasants can generally read, and have in addition some general knowledge ; sometimes they make rather a parade of scientific or literary terms which they do not really understand.

Transferred to town life, the Bulgarian seems to weaken in physical fibre. Not able to adapt himself readily to town conditions, he shows a marked susceptibility to dyspepsia, phthisis, and neurasthenia. The working classes are comparatively well off. There is no lack of employment or of demand for skilled workmen and mechanics. The Macedonian refugees have been dangerous competitors to the local artisans at Sofia. This has been a prominent grievance of industrials. Hitherto there has not been much industrial agitation, although since 1905 there have been some manifestations of socialist activity. The working classes are ardent politicians.

Bulgaria has the difficult problem of providing statesmen, lawyers, priests, teachers, and professional men generally from her almost exclusively peasant population. There is absolutely no aristocracy, but it is not correct to say that Bulgaria has no 'middle class'. To a certain extent such a class existed before the emancipation in the form of some families rich enough to send their sons to study abroad. Such families have increased through fortunes made by commerce or industry or patient saving. This middle class is that with which the stranger comes mostly in contact in the towns. The greater part have studied in some foreign university and speak some foreign tongue. The middle class is in cordial enough relations with the peasantry. There are no large landowners or really large fortunes, but there is said to be rather a desire in this class to keep up appearances, and an extreme sensitiveness to criticism. There is, however, no class with a tradition of leadership. It is only within very narrow and familiar lines that the peasant really possesses administrative abilities, and the turning of him into an administrator is no light task. If the son of a peasant has some cleverness he is expressly educated, but in many cases does not take a good polish. Advanced education formerly meant education abroad, and for the young Bulgarian a very disastrous change

of environment. It is now possible for him to be educated to a large extent at home.

In their embroideries the Bulgarians give evidence of artistic taste, and the State has tried to encourage art by founding a school of painting at Sofia, where there is now a fine-art gallery. But most of the artistic impulse has come from abroad, Bulgarian art being national only as regards its matter but not its form. Decorative art has made great strides, but sculpture remains at a very low level.

RELIGION

The great majority of the Bulgarians are members of the Orthodox Eastern Church to which they have given a national form. This represents a protest against the domination of the Greek Patriarchate, which was considered to have tended more effectually than the temporal power of the Turks to the effacement of Bulgarian nationality. The parishes had been filled with Greek priests whose schools, in which Greek was used, were the only means of instruction open to the people; the Slavonic liturgy had been suppressed in favour of the Greek; in many places old Bulgarian manuscripts, testaments, and missals had been burned. The Greek Patriarchate was felt to be an enemy of the national revival which had begun early in the nineteenth century. Efforts were made to put an end to Greek ecclesiastical supremacy and to restore the Bulgarian autonomous Church. Some of the leaders of this movement went so far as to open negotiations with Rome, and an archbishop of the Uniate Bulgarian Church was nominated by the Pope. This Roman movement, however, came to nothing. Incessant protests and memorials were addressed to the Porte, and efforts made to undermine the position of the Greek bishops, some of whom were compelled to abandon their sees. With this were combined efforts to diffuse education and to stimulate national sentiment. The Patriarchate eventually offered some concessions, but these were not considered satisfactory.

Ultimately the Turkish Government intervened, and, on February 28, 1870, a firman was issued establishing the Bulgarian Exarchate with jurisdiction over fifteen dioceses, including some portions of Serbia; the other dioceses in dispute were to be added to these in case two-thirds of the Christian population so desired. The election of the first Exarch was delayed till February 1872, owing to the opposition of the Patriarch, who immediately afterwards excommunicated the new head of the Bulgarian Church and all his followers.

The creation of the Exarchate tended to consolidate the Bulgarian nation and to prepare it for the political developments which followed, while great educational activity was shown in the districts subject to the new ecclesiastical power. The Russian was the only Orthodox Church which was more or less favourable to the Bulgarian Church, the Holy Synod of Moscow refusing to recognize the Patriarch's condemnation. When Prince Boris, the heir-apparent of the principality, was received into the Bulgarian Church in 1896, the Emperor of Russia was his godfather.

Many Bulgarians both within and without the kingdom of Bulgaria still remain subject to the Patriarch, and call themselves Greek. The Russian Church is in communion with both sides. The Bulgarians deny that they are schismatics, but only a branch of the Church Catholic using their sacred right to manage their own affairs in their own way. The feeling of dislike between the Patriarchists and Exarchists has been very strong.

There is now no Bulgarian Exarch at Constantinople. He was transferred to Sofia after the Second Balkan War in 1913. The last Exarch, Monsignor Joseph, died at Sofia in 1915, and has not had a successor. It is possible that another Exarch may not be appointed.

The Church is governed by the Synod of Bishops. There are 11 Eparchies or Bishoprics. The clergy, both Orthodox and of other religious bodies, are paid by the State and also receive fees for services at burials, marriages, &c. Of the population in 1910, 3,643,951 belonged to the Orthodox Church,

602,101 were Mohammedans, 40,070 were Jews, 32,130 were Roman Catholics, 12,270 were Gregorian Armenians, 6,252 were Protestants.

Monasticism is not very strong in Bulgaria, although it has long existed, especially in that part of the Rhodope region known as the *Rila massif*. Here, in particular, is the holy place of the Bulgarians, the *Rilski Monastir* or Rila Monastery. It occupies an elevated situation on the road between Kocherinovo and Samokov (Route 39). It was founded over the cell of a ninth-century anchorite, St. Ivan Rilski. The monastery consists of a number of stone buildings, dating mainly from the first half of the nineteenth century, the whole contained by great stone walls. The entire community, cleric and lay together, numbers only about 200 people, but the numerous buildings can shelter from 2,000 to 2,500 pilgrims.

(For details regarding the history, doctrine, and practice of the Orthodox Eastern Church, the Armenian Gregorian Church, and Mohammedanism see *Handbook of Turkey in Europe*.)

EDUCATION

Though the constitution of 1879 ordained universal obligatory elementary education for all children of both sexes, this provision could not be carried into effect owing to the lack of properly qualified teachers. But considerable progress has since been made. In 1888 11 per cent. of the population were literate; in 1893 the proportion had risen to 19.88 per cent.; in 1901 to 23.9 per cent. In 1913-14 there were 769 male and 5,031 female teachers, conducting 4,589 elementary schools, for 290,000 boys and 213,963 girls. Elementary education is free and is nominally obligatory for a period of four years.

Equally great progress has been made in providing higher education; and the country is no longer handicapped by having to rely for leadership upon those who are educated abroad. In 1911-12 the Bulgarian and other secondary schools were as shown in the following table. The non-

Bulgarian schools were Turkish, Greek, Jewish, Armenian, American, French, and German :

<i>Description of School.</i>	<i>Schools.</i>	<i>Teachers.</i>		<i>Pupils.</i>	
		<i>Male.</i>	<i>Female.</i>	<i>Male.</i>	<i>Female.</i>
Gymnasia	47	567	300	10,625	5,862
Lower Middle Class . .	316	2,111	—	38,973	16,539
Special Technical and other Schools	155	—	—	4,749	4,744

Secondary education is also free, except in the case of richer parents who pay 20 *leva* (16s.) a year for each child.

There is a university at Sofia, with three faculties—History and Philology, Physics and Mathematics, and Law. In 1911–12 it was attended by 2,260 students, of whom 217 were women. There were 70 professors and lecturers.

There are free public libraries at Sofia, Philippopolis, Varna, and Rustchuk.

LANGUAGE

Bulgarian, like most of the other languages of Europe, belongs to the great Indo-European family of languages, of which Sanskrit and its offshoots are the easternmost, and the Celtic languages the westernmost members. Within this family it is one of the Slavonic group of languages, as, for instance, Norwegian is one of the Germanic group of languages.

The Slavonic group of languages includes Polish, Bohemian (or Czech), Slovak (spoken in Northern Hungary and closely allied to Bohemian), and Lusatian-Wendish (moribund but still spoken in parts of Saxony and Prussia), all of which constitute its western branch. Russian, including Great, Little, and White Russian, constitutes its eastern and largest branch. Slovene, Serbo-Croatian, and Bulgarian constitute its southern branch.

The phonetics of the Slavonic languages have become differentiated from those of the other groups of European languages to such an extent that their affinity with these latter is not

always directly apparent. But one has only to look at such primitive words, for instance in Bulgarian, as сестра́ (sestrá), бра́тъ (brat), синъ (sin), дъщеря́ (dashteryá), бра́ва (bráva), брада́ (bradá), млѣ́ко (mlyéko), гáска (gáska), to see their close resemblance to the English words *sister, brother, son, daughter, brow, beard, milk, goose*. Other words, such as ма́терь (máter), домъ (dom), вѣ́ра (vyéra), о́ко (óko), immediately recall cognate words in Greek and Latin.

In the group of Slavonic languages Bulgarian occupies a peculiar and unique position. The Slavonic languages first came into prominence and acquired importance for other nations when the Slavs migrated southwards into the Balkan Peninsula in the sixth and seventh centuries of the Christian era. The language of these immigrants proved so novel and difficult that the Byzantine missionaries deputed to bring them within the fold of the Church had to abandon the use of Greek in their attempt to convert them. They studied the Slavonic language in Macedonia, composed a new alphabet, containing, it is true, many Greek letters, but also many others specially invented to reproduce Slavonic phonetics.¹ The missionaries translated the scriptures into the current local Slavonic dialect which was generally intelligible to the southern Slavs of that day. This language, the first Slavonic language to be written down, is now generally called Old Bulgarian (or Church Slavonic), as it is presumed to have been the language spoken by the Slavonic forerunners of the people who at present inhabit Bulgaria. The name by which the Slavs of the early Middle Ages spoke of themselves was Slovéne (*nom. pl.*) and they called their language *slovénski yézik*. The name Bulgarian is of course derived from that of the Asiatic tribe which invaded the Balkan Peninsula shortly after the Slavs.

Old Bulgarian was a very complicated and highly inflected

¹ This alphabet is called the Cyrillic, after St. Cyril the Greek missionary, who was the author of the Glagolitic writing, an earlier form of the so-called modern Cyrillic. It is that used, with slight modifications to suit local requirements, by Russians, Serbians, and Bulgarians to-day.

language. The nouns possessed seven cases, the verbs had aorist and imperfect tenses and a wealth of participles, gerunds, and supines.

After the Turkish conquest the Bulgarian tongue became simple and more idiomatic. Throughout those centuries Bulgarian was merely the language of peasants. Schools, writing, and literature were unknown. So that when the Bulgarian language emerged into the light again after being so long obscured, it was not surprising that it had been shorn of much of its ancient glory. The declensions, the participles, the nasal vowels, the infinitives, had disappeared.

Modern Bulgarian in some ways resembles English, notably in that it supplements the loss of case-endings by prepositions placed before the noun. No other Slavonic language does this. In another respect it resembles Roumanian and Albanian, in its placing the definite article after the noun. Only in the conjugation of the verb has any of the former richness survived. The Bulgarian people would seem to have infused all their otherwise suppressed energy into the elaboration and multiplication of tenses, of which an ordinary verb possesses no less than twenty-four.

By other Slavs the modern Bulgarian language is not highly esteemed, and it must be admitted that it is the least euphonic of the Slavonic tongues. As regards literature also it is the poorest. The literature of Old Bulgaria is purely ecclesiastical in character and of no interest save to philologists and theologians. That of Modern Bulgaria dates only from 1878, and though its roll contains a fair number of names of novelists and poets, scarcely one has so far achieved anything more than a local success. In view of the trials and sufferings of the Bulgarian people until the most recent years, more could scarcely be expected.

CHAPTER V

GOVERNMENT AND ADMINISTRATION

WHATEVER criticisms may have to be passed upon Bulgarian politics and government, it should, in fairness, be borne in mind that the Bulgarian civil polity first came into existence under very exceptional conditions. When Bulgaria was emancipated in 1878 it had been subject for five centuries to Turkish misrule and oppression. It had no traditions and no experience of self-government. Without a nobility, almost without a middle class, its peasant population could look for leadership only to the small handful of their countrymen who had enjoyed the opportunities of study in some foreign country. A ruler had to be obtained from abroad. A brand-new set of institutions had to be devised. And the difficulties of government were, of course, still further increased by the international rivalries of Balkan politics. The Bulgarian Government has, however, remained comparatively stable, and its original constitution has been preserved to the present day. This would seem to indicate a sound basis of solid character in the peasant people, as well as genuine capacity in those who have held the posts of responsibility.

The general form of the Bulgarian Government was determined in the first place by the Treaty of Berlin (July 13, 1878), which prescribed that the Prince of the Principality should be freely chosen by the Bulgarian nation, and accepted by the Sublime Porte, with the approval of the Great Powers. Thereafter the Crown was to become hereditary, descending in the direct male line. The Treaty likewise prescribed that before the election of the Prince, an Assembly of Notables should decide on the constitutional statute of the Principality, the laws to be based on principles of civil and religious liberty.

The 'Notables' of this first Assembly were the aforementioned educated members of the community. They were mostly extremely young, and from them nearly all the political leaders of the subsequent 30 years have been recruited. The constitution upon which, after much discussion, they finally agreed (April 29, 1879), is genuinely democratic, tempered, however, by the very considerable powers reserved to the ruling Prince. As in the case of other countries with a written constitution, we must distinguish between the excellent intentions of the framers of the constitution, and the actual results obtained in its practical working. The provisions of the constitution may first be stated; some attempt will then be made to estimate the degree of divergence between profession and practice.

THE PREROGATIVES OF THE CROWN

(1) All executive power is centred in the ruling Prince. The administrative departments act in his name and under his supreme control. He appoints and dismisses the Ministers, and through them all the civil and military functionaries.

(2) The Prince is the supreme Chief of the military forces of the country in time of peace, and their Commander-in-Chief in time of war.

(3) The Prince represents the country in its international relations. All treaties with foreign States are concluded in his name, though also requiring the approval of the National Assembly (amended in 1911, see p. 102).

(4) The Prince has the right of pardon, i. e. of relieving persons condemned by the law courts of the whole or part of their punishment. The right of amnesty, on the other hand, the Crown exercises only jointly with the National Assembly, every act of amnesty presupposing a special law sanctioned by the Prince.

(5) The person of the Prince is sacred and inviolable.

THE RELATIONS BETWEEN CROWN AND LEGISLATURE

(1) The Prince must convoke the National Assembly once a year, between October 15 and December 15. He must also

summon it in extraordinary session whenever important State matters require immediate decision.

(2) Through his Ministers, the Prince may initiate bills and propositions ; and his approval is required for all laws which originate in the Assembly itself.

(3) The Prince has the right to prorogue the Assembly, but the prorogation may not extend beyond two months, and must not occur more than once in the course of the same session. He may also dissolve the Assembly, and order new elections. The right of dissolving the Assembly is expressly reserved for exceptionally grave cases, when the relations between the legislature and the Prince or the Government have become greatly strained. On such occasions the settlement of the conflict is left to the nation itself.

(4) Should the State be threatened with immediate internal or external danger, the Prince may issue regulations and order measures having the obligatory force of law. All such measures, however, must be adopted by the Cabinet Council, and entail the collective responsibility of all the Ministers. They must be submitted to the approval of the National Assembly in the course of its earliest session. Such special orders must not impose new taxes or duties : only the National Assembly has the right to impose these.

THE RELATIONS BETWEEN THE CROWN AND THE MINISTRY

The Ministers, chosen, as already stated, by the Prince, are eight in number, including a Minister of Foreign Affairs and Religions, and a Minister of War. The primary duty of the Ministers is to take all measures necessary for the enforcement of the laws which have been passed by the National Assembly and approved by the Crown. For the general conduct of political and administrative affairs they act in Council, one of their number being chosen by the Crown to act as President of the Council.

Every official act must bear, in addition to the signature of the Prince, that of one Minister or of all the Ministers. The

latter then become responsible to the Prince and to the National Assembly for the legality and success of the action. This responsibility is collective for all the Ministers in the case of measures which have been decided by the Council of Ministers, and individual with respect to the acts of the Ministers as heads of the various State Departments. The constitution makes a distinction between the political or parliamentary responsibility of the Ministers and their civil and criminal responsibility. The Ministers are held civilly or criminally responsible in the following cases: (1) when they have violated the constitution; (2) when they have committed the crime of high treason, or have injured the interests of the State or of private individuals for their personal benefit. No Minister who has been found guilty and condemned may be pardoned or amnestied by the Prince without the consent of the National Assembly.

Ministers have the right to take part in debates without being members, but they cannot record their votes on a division.

THE PREROGATIVES OF THE LEGISLATURE

The Bulgarian nation participates in the government of the country by means of the deputies whom it sends to the *Sobranje* or National Assembly. The Assembly is elected by universal manhood suffrage, in direct and secret ballot. All Bulgarian subjects over thirty years old who can read and write (except the clergy, soldiers on active service, and persons deprived of civil rights) are eligible as deputies. There is a deputy for every 20,000 inhabitants, and his mandate lasts for five years. The Assembly chooses its own officers.

The following are the chief prerogatives of the National Assembly:

(1) The amendment of bills and propositions submitted by the Government. The State Budget must be submitted to the Assembly. The Assembly may strike out or modify any provision, but in so doing must explain the reasons which

have determined its action. No State loan may be contracted without the consent of the Assembly.

(2) The right of interpellation. Ministers, when formally questioned, must explain their acts, and must state their intentions in regard to matters of general policy.

(3) The appointment of committees of inquiry into the conduct of the Government, and the submitting of special addresses to the Crown.

(4) The initiation of legislation. Every deputy has the right to introduce bills and to make propositions if he is supported by a fourth of the members present.

(5) No law may be enacted, amended, or completed, until it has been submitted to the Assembly. As above stated, only in cases of emergency, when the country is threatened with internal or foreign danger, can this constitutional guarantee be temporarily suspended. Even then the executive orders must be submitted for the approval of the Assembly at the earliest possible opportunity.

THE GRAND NATIONAL ASSEMBLY

There is no Upper House, but for special purposes a Grand National Assembly is convoked. This has the same composition as the ordinary National Assembly, and its members are elected in the same way. The only difference between the two is that the number of members in the Grand National Assembly is twice that of the ordinary National Assembly, every electoral unit of 20,000 inhabitants sending two deputies instead of one.

The Grand National Assembly may decide only those matters which have necessitated its convocation. It is summoned in the following cases :

1. To decide questions of exchanging or ceding a portion of the territory of the Principality.
2. To revise the constitution.
3. To elect a new Prince when the reigning family becomes extinct.

4. To appoint Regents during the minority of the heir to the throne.

5. To authorize the Prince to accept the government of another State.

ADMINISTRATIVE ORGANIZATION OF THE COUNTRY

The Departments.—The country is divided for administrative purposes into twelve Departments (*Okrag*), having for their centres the following towns: Burgas, Varna, Vidin, Vratsa, Kustendil, Philippopolis (Plovdiv), Plevna, Rustchuk (Roussé), Sofia, Stara Zagora, Tirnovo, and Shumla. At the head of every Department there is a Prefect who is appointed by royal decree on the recommendation of the Minister of the Interior. In his Department the Prefect is the agent of the central government, and represents the entire executive authority. He is entrusted with control over the finances of the Department. The Prefect is also the chief of the Departmental police.

Order is well maintained by the Prefects; and the population is generally peaceful and law-abiding. Such services as sanitation, water-supply, and prisons are, however, more or less neglected. They are still quite primitive.

Departmental Councils.—A Departmental Council is attached to every Prefecture. The members of this Council vary from twelve to thirty in number, according to the importance of the Department, and are elected by universal suffrage, direct and secret, for a period of three years. The Council meets every December in regular session, which lasts a month. The duties of the Departmental Council consist in assessing the taxes among the Communes of the Department, in administering the Departmental properties, in preparing the Departmental budget, and in revising the accounts of the various institutions which are placed under its control.

The Departmental Council appoints a permanent committee, consisting of two of its members who, under the presidency of the Prefect, watch over the carrying into effect of the Council's decisions.

The Districts.—The Departments are subdivided into Districts (*Okoliya*), of which there are seventy-one. The Districts are administered by Sub-Prefects, who act as intermediaries between the Prefecture and the Communes of the District. They are the chiefs of the District police, and are held responsible for the public safety in the District.

Some of the more important centres, such as Sofia, Philippopolis, Rustchuk, and Varna, have Town Prefects, who exercise within the limits of their respective towns the functions of police prefects. They are appointed by royal decree, on the advice of the Minister of the Interior, and are entrusted with the enforcement of the various laws and regulations, in the discharge of which duty they may issue regulations having for their object the maintenance of good order in the towns.

The Communes.—Though the Commune (*Obshtina*) is the smallest unit in the administrative organization, it plays an all-important part in the social and political life of the country. This is partly due to historical causes, but is chiefly the result of the powers explicitly secured to it by the constitution of 1879. The Commune represented the only form of self-government which had been in any degree permitted by the Turks, and with which the Bulgarians at the time of their emancipation had any direct acquaintance ; and no purpose was dearer to the hearts of the framers of the constitution than that of preserving it as an independent and vital organ of the national life. To achieve this end, they went so far as to insist upon the general principle that the central government must take no part in the administration of the Communes, and must not maintain agents of its own to interfere with their affairs. The principle thus formulated was doubtless intended as a counsel of perfection ; but even allowing for all the various means of direct and indirect pressure to which the Government on occasion may resort, it still remains true that the Bulgarian Communes enjoy a completeness of autonomy which finds no parallel in any corresponding institution in any other country. The stability of the Bulgarian Government is probably due, in considerable part, to the very

effective check which the Communes, as centres of independent opinion, impose upon the vagaries of the parliamentary parties.

Every District is subdivided into Communes, which are either urban or rural. Each village, as a rule, forms a separate Commune, but occasionally two or more villages are grouped together.

The Commune is a corporation. Every Bulgarian subject must belong to a Commune and figure in its registers, the laws of the country not tolerating the state of vagrancy.

Each Commune is governed by a Municipal or Communal Council (*Obshtinski savyet*) whose members are elected by universal suffrage in the same way and subject to the same precautions as the members of the National Assembly. Soldiers on active service, State functionaries, and contractors to the State, Departments, or Communes, are not eligible as Councillors. The Municipal Councils in the towns have four ordinary sessions during the year, and those in the rural Communes have three, each lasting fifteen days at least. The Council may be called in extraordinary session if the interests of the Commune require it, and the Councillors or the Prefect demand such a convocation.

The Municipal Council elects from among its members a Mayor (*Kmet*) and two Assistant-Mayors, who form between themselves the municipal executive. The Mayor represents the Commune in its relations with other governmental powers. He is the depository of the administrative authority within the limits prescribed by the law, and sees that the binding decisions of the Municipal Council, as well as the lawful orders of the central government, are properly carried out. In performing these duties, the Mayor has the right to issue orders or to make regulations which have the same obligatory force as the regulations of the other administrative authorities, and the non-observance of which may entail fines up to fifty francs in the towns, and twenty-five francs in the rural Communes.

THE ADMINISTRATION OF JUSTICE

Judiciary.—The judiciary power is vested exclusively in the law courts and magistrates. There are no administrative courts. The conflicts between the administrative authorities and private persons who have been wronged belong to the jurisdiction of the ordinary law courts. The Code Napoleon has been adopted for the law of the country.

Prior to 1904 there was a court in each Commune, presided over by the local Mayor and two municipal Councillors for the settling of small disputes between villagers. These Communal Courts have been abolished, and their jurisdiction merged into that of the Justiciary Courts.

Justiciary Courts.—These Courts, to the number of 115, sit in the chief towns of the Districts. In some of the principal towns there are several such Courts, their number varying with the importance of the place. In Sofia there are five, distributed between the various quarters of the capital. Each Court consists of a single magistrate, who is assisted by a clerk. The jurisdiction of these Courts comprises all civil and commercial disputes up to 1,000 francs. They also act as police magistracies, dealing with all infractions and misdemeanours entailing imprisonment up to six months, and fines up to 500 francs.

The decisions of the Justiciary Courts in civil disputes are final up to 100 francs. All other decisions may be taken on appeal to the respective Departmental Courts, which act then as Courts of Appeal.

Departmental Courts.—These Courts, to the number of 23, sit in the chief towns of the Departments, as well as in some of the more populous Districts. They have cognizance of all civil, commercial, and criminal cases which do not fall within the jurisdiction of the Justiciary Courts or of the Special Courts.

In criminal cases of a certain importance the judges, who are then called 'Crown Judges', are assisted by a jury who deliver the verdicts. The verdicts of the jury, when

unanimous, are final. In all other cases, judgements may be revised by the Courts of Appeal, which examine the affair afresh, and decide without the participation of a jury.

Courts of Appeal.—The Courts of Appeal are three in number: one in Sofia, one in Philippopolis, and one in Rustchuk. Their decisions are final, and can only be attacked by way of a recourse to the Supreme Appellate Court.

There is one Supreme Appellate Court, its seat being in Sofia. It is composed of two civil chambers and one criminal chamber. In examining appeals the Court does not go into the facts of the case. The mission of the Supreme Court is to ensure the just and uniform application of the laws by the various courts in the country. If the Supreme Court finds that in deciding a case some irregularity has been committed, the case is returned to the Court which has originally decided, for a second trial by different judges.

The Departmental Courts, the Courts of Appeal, and the Supreme Appellate Court are all collegiate institutions. The decisions must be given by at least three judges.

Executive.—The decisions of the law courts are executed by Bailiffs. Prosecutors and Assistant-Prosecutors, attached to the Departmental Courts, are entrusted with the execution of the criminal sentences which have become final.

Appointments.—The Judges, Public Prosecutors, and Justices of Peace are appointed by royal decree, on the advice of the Minister of Justice. Judges have no permanence of tenure until they have served for a period of 15 years. They are also poorly paid.

Special Courts.—In addition to the ordinary law courts, there are a number of Special Courts, such as the Military Courts, the Religious Courts, and the Consular Courts.

The jurisdiction of the Military Courts comprises only criminal offences committed by persons serving in the active army. The Orthodox Religious Courts deal with disputes touching on marriage, divorce, or on religion in general. Questions of proprietary relations between married parties are, however, reserved for the ordinary courts. The Moham-

medan Courts have jurisdiction over personal and proprietary relations between married persons and relatives belonging to the Mohammedan religion. The Greeks and the Jews enjoy similar privileges.

The Consular Courts have cognizance of all civil and commercial disputes arising between foreign subjects and not involving landed property in Bulgaria. In this latter case, the Bulgarian Courts are alone competent to decide the dispute. In view of the highly organized native judiciary, these Consular Courts are something of an anomaly; and, as a matter of fact, for some time past, the foreign subjects themselves have been voluntarily renouncing the consular jurisdiction and protection, preferring to turn to the Bulgarian Courts, in which they can always count upon justice and equity. It is reported that in disputes between Bulgarians, or in the case of such offences as rioting at elections, the judicial decisions are not infrequently determined by political partisanship. There is, however, no direct bribery.

CONSTITUTIONAL CHANGES SINCE 1879

The most important alteration which has since been made in the constitution was that which followed from the declaration of Bulgarian independence in 1908. Bulgaria was then transformed from a tributary principality into an independent kingdom. The provision preventing the King from making foreign treaties without the consent of the Sobranie was repealed with the Sobranie's consent in 1911. This enabled the arrangements for the Balkan War to be made secretly.

PRACTICAL WORKING OF THE CONSTITUTION

It is a matter of considerable difficulty to determine how far the provisions of the constitution have been modified in the processes of actual administration. Writers upon Bulgaria have, as a rule, been chiefly interested to note those features of its life in regard to which they could express approval, and their criticisms are apt to be very general.

But they more or less agree in recognizing the following somewhat sinister tendencies. Party spirit is extremely virulent; and everything is made a subject of political intrigue. The 'spoils' system has been adopted, with consequent increase of power to the party in control. Even judges, as already observed, do not enjoy adequate permanence of tenure. Again, there has been a needless multiplication of officials; and as nearly all the educated men of the country are army officers or civil officials, or deputies of the National Assembly, or Ministers of State, the opportunities for wire-pulling can hardly be exaggerated. This situation tends, of course, to increase the powers of the King. As the constitution has made him the ultimate arbiter in all appointments, both civil and military, and as he can remove any official at will, his support is almost indispensable to any political party that desires to acquire or to retain power. A widespread and intense current of national feeling can, perhaps, force upon the King a Ministry that will be independent of his private favour; but when such is absent and when the nation is divided, the Crown, in the hands of a forceful ruler, is certain to be the controlling factor.

GUILDS AND CORPORATIONS

Among the non-governmental associations of the country, the guilds and corporations deserve notice. The organization of workmen into such associations, according to the trade or industry in which they are employed, has been encouraged by a law passed in 1904 with the object of inducing them to co-operate for the furtherance of the interests of their respective trades, to establish courts of arbitration for the settlement of their disputes, to found technical schools, and to organize provident societies. The affairs of these guilds are managed by committees or syndicates elected by a general assembly of the guild, and any workman desirous of starting work on his own account must first obtain from a competent syndicate a certificate of proficiency. The

guilds are associated together in the Union of Bulgarian Guilds. The administrative and executive powers of the Union are vested in a central committee which sits at Sofia and in local committees established in all urban communes throughout the kingdom.

The partial strikes declared in several industries during 1906 were organized by the Socialist clubs to which many workmen belong, rather than by the guilds and corporations.

CHAPTER VI

ECONOMIC GEOGRAPHY, TRADE, AND FINANCE

Introduction—Agricultural and Mineral Resources—Industries—External Trade—Shipping—Telegraphs, Telephones and Post Offices—Currency and Finance—Weights and Measures.

FROM the economic point of view Bulgaria is still in an early stage of development. During the Turkish régime there was no progress of any kind, and although much leeway has been made up since the emancipation, the country still lags far behind the more modern nations of the west.

Notwithstanding the mountainous nature of certain districts, much of the land is fertile, and, as the climate is on the whole favourable, agriculture is the chief pursuit of the people. For this industry indeed the Bulgarian seems pre-eminently fitted; he is patient and laborious, and devoted to the cultivation of the soil. On the other hand his standard of good husbandry is not yet high, his stock is poor, he is rather ignorant of the use of artificial fertilizers, and his implements are generally, though not always, of a primitive description. Within recent years, it is true, much has been done, partly by the Government, to remedy this state of affairs. Schools of agriculture have been established, foreign stock has been imported to improve the native breeds, natural grasses have in places been replaced by forage plants, and American ploughs have been introduced.

As will be shown later, the mineral resources of Bulgaria, as far as is known, are not great, and manufacturing industry is, generally speaking, at a low level. It consists mainly in preparing the agricultural products of the country for export abroad, and in supplying the more urgent needs of an agricultural community. To some extent, indeed, native industries

have suffered since the country was opened up to foreign trade. The old handicrafts, which were carried on in the homes of the people, more especially spinning and weaving, have declined in importance, while modern manufactures have as yet only partially succeeded in establishing themselves. In order to aid them the Government grants building-land and water-power free of charge, and remits all duties on raw materials and machinery imported from abroad.

The Balkan Foreland.—This region is, from the agricultural point of view, the most important in Bulgaria, and produces considerably more than one half of the wheat and maize grown in the country. Wheat is the chief product except in the west, where maize predominates, as climatic conditions are there more favourable for its growth. Barley, rye, and oats are among the other cereals which are cultivated, but they occupy quite a subsidiary position. The vine is everywhere grown, but especially in the east, on the slopes of the hills overlooking the Black Sea. Other crops include tobacco and colza.

Naturally the steppe lends itself to pastoral pursuits, and cattle, sheep, and goats are all raised in considerable numbers. Of sheep and goats, indeed, Bulgaria has, in proportion to its area, a larger number than either Roumania or Serbia.

In the Balkan Foreland, as in Bulgaria generally, manufacturing industry is only of slight importance. The weaving of woollen fabrics and a few other industries are carried on chiefly where water-power is available, though steam- and oil-engines are used in places. There are breweries, tanneries, and flour-mills at Rustchuk, Shumla, Vidin, and Tirnovo. Varna spins and weaves cotton, and woollen goods are manufactured at Shumla and elsewhere. The cotton-mills at Varna are growing in importance, but the output of the others is as yet not great.

The towns of the Balkan Foreland include some of the most important in Bulgaria. Vidin, Nikopol, Sistov, and Rustchuk are situated upon the Danube and are all engaged in the trade of that river. Other important towns are

situated upon the Foreland itself, generally at the meeting-place of routes which lead down from the Balkans to the Danube, and they serve as market-towns for the surrounding country. Razgrad and Shumla are on the route from the Danube to Slivno by way of the Kazan pass. Tirnovo is situated on the Yantra and is on the way opened up by that river across the Balkans to the valley of the upper Tunja. Plevna lies on the route from Nikopol to Philippopolis by way of the Osma river and the Trojan pass and other routes also converge upon it. Varna is the port of the Balkan Foreland upon the Black Sea. So long as the Orient Railway was in foreign hands the Bulgarian Government did all in their power to attract trade to Varna, which was served by their own line. Now that they own the whole system there is no object in favouring Varna at the expense of Burgas. Varna, moreover, will probably suffer considerably as the result of the cession of the Bulgarian Dobruja to Roumania, as much of the trade which it formerly carried on was with that region.

The Balkans.—In their western and central parts, and more especially upon their northern slope, the Balkans are covered with forests of beech and oak. Further to the east, where the soil conditions appear to be less favourable, the land is generally, but not always, bare. The forests are of considerable value to the country, though they have unfortunately been recklessly destroyed in many places, and neighbouring agricultural lands have, as a result, frequently suffered from inundations. Within recent years, however, the Government appears to have realized the danger involved by such a policy, or want of policy, and various schemes of afforestation have been inaugurated.

Agriculture is an industry of considerable importance in many parts of the region, where it is carried on mainly in the valleys of the rivers and on the lower slopes of the hills. Throughout the Balkans there are many agricultural villages. The principal crops include wheat and maize, and apples and plums are also extensively grown. Cattle and sheep are

numerous. Agricultural methods are of a more primitive nature than on the Balkan foreland; threshing, for example, is usually done by means of a flail or by drawing a sort of wooden sleigh set with sharp flints backward and forward over the grain.

The mineral wealth of the Balkans is not great. Coal is found in rocks of late Secondary age between Gabrovo and Slivno, and is worked mainly in the Prince Boris mine near Radevtsi, where it is easily obtained by driving adits and galleries into the hill-sides. The difficulties of transport long hindered its exploitation, and, before the mine was linked up with the railway system, much of the output was carried to Gabrovo, Slivno, and other towns on the backs of mules. Though the coal crops out at other places in the 'Balkan basin', it seems unlikely that the field will ever prove of great economic value, as, owing to the folding to which the whole region has been subjected, the coal layers have been greatly disturbed, and the various deposits which have been found are usually of inconsiderable extent. Apparently the only other outcrop of any importance occurs in the Choumerna concession near Tverditza, where some lignite is also worked. In addition to coal, water-power is used in places to drive flour-mills and other small works.

With the exception of coal, mineral wealth appears to be almost wholly wanting. Some copper has been found in the hills of Kara Tepe to the west of the Bay of Burgas and a little further south towards Sozopol and Kainarja. In the western part of the Balkans near Byelgradchik and Vratsa there are deposits of copper, lead, and zinc. Copper and lead are worked to some extent, but the zinc mines appear to have been abandoned. Elsewhere, as far as is known, the Balkans seem to be poor in mineral deposits of all kinds.

Manufacturing industry is naturally little developed in a region of which the resources are few. The textile industry alone is of much importance. Throughout the villages of the region a certain amount of wool is spun and woven in the homes of the people. More important are the woollen-

mills at Gabrovo, where a large amount of cloth is made, part of the product being sent to Turkey to be made into military uniforms. These mills appear to be in a more or less flourishing condition and some of them have most modern machinery. On the other hand, certain industries of the Balkans have suffered severely from foreign competition. Various kinds of hardware, for example, which were formerly manufactured are no longer made, and only very simple articles, such as knives, chains, and ploughshares, are produced.

Valley of the Upper Tunja.—The valley of the upper Tunja may be best treated separately as a sub-region of the Balkans. The soil is of alluvial formation and the district is well sheltered by the hills which lie north and south of it. Wheat, maize, vines, and tobacco are all extensively grown on the outer edges of the valley and upon the lower slopes of the surrounding mountains, but the most important product is the rose from which attar of roses is obtained. The districts round Kazanlik, Maglizh, Hainkői, and Tverditsa are especially noted for their roses. The essence is distilled by somewhat crude methods and the bulk of it sent abroad for further treatment. The mulberry is also grown in this region and silk-cocoons are produced, mainly for export, though a certain amount of reeling now appears to be done at home.

The South-West Region.—The south-west region, which roughly corresponds to the departments of Sofia and Kustendil, presents some features of interest. Most of the land is mountainous, but there are some fertile depressions, the most important being those in which the towns of Sofia and Kustendil are situated. The crops differ somewhat from those of the Balkan Foreland; wheat is of comparatively little importance, while oats, rye, and barley are more extensively grown. Kustendil is noted for its tobacco, while a large part (over two-thirds) of the Bulgarian beetroot crop is produced around Sofia.

In this region are situated the most productive coal-mines of Bulgaria. The Pernik-Bobovdol basin in which they are

found lies to the south-west of Sofia, broadening out in the depression of Pernik and again in that of Bobovdol. In the Pernik depression the coal lies near the villages of Pernik, Kalkas, and Moshino, and has been worked there since 1879. It is a lignite of good quality which is used for various purposes in Sofia and also provides the State railways with the fuel they require. The total production of coal in Bulgaria before the war averaged 250,000 tons per year, and of that the greater part came from the Pernik basin. Near Kustendil there are lead and zinc mines. (For further details see p. 115.)

At Sofia, the capital, various industries are carried on, notably brewing, tanning, milling, and distilling, all of which obtain the raw material they require from domestic supplies. A few other industries, not of much importance, make use of imported material. The position of the capital seems at a first glance rather difficult to explain as it is situated in neither of the two most productive regions of the country. On the other hand, it is at the meeting-place of several great routes. That which is followed by the Orient Express by way of Belgrade ascends the valley of the Nishava, and, crossing the Dragoman pass, arrives in the plain of Sofia. From there it makes its way into Eastern Roumelia. From Sofia communication with the Balkan Foreland and the Danube is rendered possible by the gorge of the Isker which is now followed by a railway line. A road, which finds an easy crossing into the valley of the Struma, runs S., to Seres and Salonica. Sofia therefore stands not only on the main route from the west of Europe to the east, but it occupies a position which enables it to have easy communication with those parts of Bulgaria in which the bulk of the population is settled. Another element in its growth, perhaps not altogether unimportant, is the fact that it stands near the thermal springs at the foot of the Vitosha Planina.

The Plains and Lowlands of Eastern Roumelia.—The great depression between the Balkan system and the Rhodope Mountains is one of the most important regions in Bulgaria

and forms the nucleus of the former Turkish province of Eastern Roumelia. The land is relatively flat and the soil fertile, while the climate is less severe in winter and warmer in summer than further north. Wheat and maize are still the most widely distributed crops, but barley, oats, and rye are also grown, mainly perhaps on the less fertile lands and on the slopes of the hills. About one half of the vines grown in Bulgaria are found in this region. Within recent years, however, they have suffered rather severely from the attacks of the phylloxera and from other diseases, and although some attempt has been made to combat these evils by grafting native vines on American stumps, the area under cultivation and the total output have decreased considerably during the present century. Stanimaka (south-east of Philippopolis), Tatar Bazarjik, Stara Zagora, and Slivno are the chief centres for the manufacture of wine in the region. The mulberry is grown chiefly in the departments of Philippopolis and Stara Zagora, and sericulture is an industry of some importance. The cocoons, which are reputed to be of good quality, are mainly exported, though a certain amount of silk-reeling is done at home. Some rice is grown in the neighbourhood of Philippopolis where irrigation is possible, but the area cultivated is not large and on the whole tends to decrease. Tobacco is a crop of some importance in Philippopolis and Stara Zagora, and a little cotton is also grown in these departments. Stock farming is carried on, but is relatively of less importance here than in the rest of the country.

The industrial development of the region is still slight. There are few manufactures, and those which exist are mainly concerned in preparing for use or for export the products of the region. There are rice- and flour-mills at Philippopolis and Tatar Bazarjik and flour-mills at Haskovo, Stara Zagora, and Yamboli. Distilleries and breweries have been established in various towns, more particularly in Philippopolis, Stara Zagora, and Yamboli. Slivno is engaged in weaving cotton and woollen goods and has native cloth factories of some repute. Bricks and tiles are made at Philippopolis and

tiles at Tatar Bazarjik. Other industries which have been established in the region have as yet made little progress.

Philippopolis (Plovdiv) on the Maritsa, Stara Zagora, and Slivno on routes which lead across the Balkans from the Danube, and Burgas on the bay of the same name are the chief towns of the region.

The Rhodope Region and the South Coast.—The whole region of the Rhodope is an upland, difficult of penetration. In the east the slopes are steeper and the upland plains so characteristic of the western part are no longer found. In the west again the summits are generally wooded, but in the east the character of the land affords fewer areas suitable for forest growth.

Until recently the greater part of this region lay under Turkish rule and the Turk did little for its development. It is, moreover, comparatively isolated notwithstanding the fact that important railway lines lie both north and south of it. Hence there has been little or no economic progress, and the forests and upland meadows still provide the chief resources of the region. In many places in the Dospad Dag and in the Central Rhodope there are small saw-mills where logs are cut up by primitive machinery into planks which are transported by mule to the lowlands. Elsewhere, as round the head-waters of the Myesta, timber is placed in the river and floated down to the coast. The Scots fir which is found on the southern slope of the central range is used mainly for railway sleepers.

In the upland plains agriculture and pastoral farming are the chief pursuits of the people. Rye, oats, and barley are grown in the higher districts, while lower down maize and wheat are important crops. In the east along the courses of the tributaries of the Arda, more especially along the lower courses, there are numerous orchards and gardens, but corn and maize are still the chief crops. Further to the south, overlooking the valley of the Maritsa, is a strip of fertile foothills, and among these, close to the river, stands Sufili, which is surrounded by a wide belt of mulberry gardens. This is

one of the most important places in the Balkans for the production of silk. In former times the bulk of the better cocoons were sent to Italy, the inferior ones apparently going to Anatolia. Within recent years, however, filatures have been established, and in the export list reeled silk is taking the place of cocoons.

The manufacture of woollen cloth is carried on in various parts of the region. In the valley of the Kara Dere, a tributary of the Arda, there are several villages, Raikovo, Chatak, Vlahovo, and others, which all manufacture cloth in small primitive mills. The wool is generally home-grown and is coloured with natural dyes.

So far very little appears to be known about the mineral wealth of the Rhodope region. In places there are indications of petroleum, and other minerals may possibly exist. From this point of view, however, the region must be regarded as practically unexplored.

The southern coastal districts are, in the west, low-lying plains of alluvial formation, generally bordered by marshes or sandbanks in such a way as to be unsuitable for ports. The plains themselves are frequently marshy and malarial, and cultivation generally occurs only on the lower slopes and on the inner margins of the plains. Xanthi and Yenije Karasu are noted for the cultivation of tobacco, considerable quantities of which are exported from Xanthi to Egypt to be manufactured into cigarettes. On the plain of Gumuljina, further east, tobacco and cereals, along with the vine and various other Mediterranean crops are grown. This region, if it were drained and properly cultivated, would be capable of considerable development. West of the Maritsa lies the port of Dedeagach, which, however, would require considerable expenditure to make it approachable by any but the smallest vessels.

In the east this coastal district is hilly and not of great economic importance.

AGRICULTURAL AND MINERAL RESOURCES

Bulgaria is almost entirely a pastoral and agricultural country, though there are minerals awaiting development in part of its area. Five-sevenths of the population of Bulgaria proper, as it existed before the Balkan War, were engaged in agriculture, most of them being small proprietors holding from one to six acres. Out of the 23,797,000 acres forming the area of the country in 1913, 8,212,649 acres were cultivated.

Cereals.—Of this area 2,539,150 acres were under wheat, 508,075 acres under barley, 390,150 acres under oats, 494,180 acres under rye, and 1,465,850 acres under maize. Wheat and maize have always been by far the most important crops of Bulgaria, and are the chief articles exported, the only other commodities which are sent abroad to any large extent being hides and other animal products, live stock, textiles (woollens), and attar of roses. The following table gives the production of cereals in 1913 and 1914 :

	1913	1914
	<i>cwt.</i>	<i>cwt.</i>
Wheat	24,392,102	14,141,166
Barley	4,949,152	4,013,710
Oats	2,721,498	2,345,586
Rye	4,474,870	3,685,598
Maize	15,472,246	15,786,978

Before the Balkan War statistical information regarding Bulgaria was unusually abundant for so small a country. Three numbers of an *Annuaire Statistique du Royaume de Bulgarie* planned on an ambitious scale after the best models have appeared. The information that has since become available is necessarily somewhat fragmentary. The fall in the production of wheat in 1914 was due to the consequences of the First and Second Balkan Wars. The harvest of 1915–16 is stated to have produced of wheat 1,257,698 metric tons (24,760,929 cwt.); rye, 193,604 metric tons (3,811,578 cwt.); barley, 384,714 metric tons (7,574,057 cwt.); and oats, 138,544 metric tons (2,727,520 cwt.).

Timber.—Nearly 30 per cent. of Bulgaria consists of forest land, which belongs chiefly to the communes and to private persons, the State owning the remainder. The communes pay no rent for either pasture or wood-land. Great care is now taken of the woods, and returns are made of timber cut. In 1911 the building timber cut amounted to 526,226 cubic metres, fire-wood 2,531,320 cubic metres, and wood for charcoal burning 6,369,866 cubic metres.

The State forests are located in the districts of Varna, Provadia, Aitos, Burgas ; also at Samokov, and in the Stara Planina, Rhodope, and Rila Mountains. Oak, beech, and willow predominate.

Minerals.—All minerals belong to the State. Coal-mines are worked by the Government at Pernik, and coal has been found in other places. Iron has also been found, and other metals exist in Bulgaria, but the mineral production is not much developed. The *Annuaire* gives a table showing the results for nine years ending with 1910, from which it appears that during that period 63,017 tons of copper ore were got, chiefly in 1905, a year of very high prices for copper, and also in 1909 and 1910. The lead ore obtained was 9,290 tons, zinc ore 2,397 tons, zinc and lead ore 12,089 tons, manganese ore 1,930 tons. No mention is made of iron ore. As regards coal, the Government mines have produced 2,656,263 tons between 1879 and 1911 inclusive. Private mines were not worked till 1893, since which year 96,532 tons have been got out up to 1911. In 1916 more than 600,000 tons of coal are said to have been produced by the Pernik mines.

INDUSTRIES

Manufacturing industries are still in their infancy in Bulgaria, and such industries as exist are chiefly engaged in the production of articles of food and drink, and textiles. The State gives assistance to certain private factories and industrial establishments, and itself carries on three railway repair workshops, besides working certain mines and quarries as already mentioned. The number of private concerns which

enjoyed State encouragement, and the value of their production in 1911, are given in the following table :

	<i>Number of Works.</i>	£	£
Mines and Quarries.	4		57,000
Metal Works	23		122,000
Earthenware, &c.	16		189,000
Chemicals :			
Soap	11	78,000	167,000
Explosives	5	25,000	
Attar of roses	3	28,000	
Other	8	36,000	
Food and drink :			
Bakeries	99	1,852,000	2,598,000
Breweries	17	331,000	
Distilleries	7	143,000	
Other	22	272,000	
Textiles :			
Wool	36	550,000	857,000
Other	36	307,000	
Timber, carts, boats	18		106,000
Skins	24		217,000
Paper	4		37,000
Electric power	2		50,000
Co-operative societies	7		7,000
	342		4,407,000

The State railway repairing shops did work to the value of £93,000 in 1911. Of the articles produced by private firms £952,000 was sold for export. The raw materials employed were valued at £2,968,000, of which £2,223,000 were of home origin.

EXTERNAL TRADE

The foreign trade of Bulgaria was expanding rapidly before the Balkan War, except that the exports fell off in 1908-9 :

	<i>Imports.</i>	<i>Exports.</i>
	£	£
1902	2,850,000	4,147,000
1907	4,986,000	5,024,000
1908	5,206,000	4,504,000
1909	6,417,000	4,457,000
1910	7,094,000	5,162,000
1911	7,974,000	7,385,000

After 1911 the figures obtainable show the evil effects of the Balkan wars of 1912-13. In 1912 the imports rose to £8,524,408,

but the exports fell to £6,257,264. In 1913 the imports were £6,850,042 and the exports £3,728,185. For 1914 the figures are available for only eleven months; they show an improvement on 1913, the imports being £8,917,372 and the exports £5,762,466. The principal classes of articles imported and exported in 1910 and 1911 were the following :

<i>Imports.</i>			<i>Exports.</i>		
	1910	1911		1910	1911
	£	£		£	£
Textiles .	1,975,000	2,319,000	Cereals, &c. .	3,232,000	5,176,000
Machinery .	791,000	1,024,000	Animal pro-		
Metals, &c. .	932,000	952,000	ducts (food)	520,000	725,000
Skins .	367,000	534,000	Living ani-		
Oils .	323,000	328,000	mals .	293,000	334,000
Colonial pro-			Perfumery .	222,000	298,000
duce .	414,000	427,000	Textiles .	401,000	274,000
Other .	2,292,000	2,390,000	Fruits, &c. .	123,000	266,000
			Other .	371,000	312,000
Total .	7,094,000	7,974,000	Total .	5,162,000	7,385,000

According to the latest information available for 1913 the imports of textiles were £1,380,076; machinery, &c., £974,860; metals, £540,060; skins, &c., £343,364. Cattle (£211,683) and cereals (£133,952) were also imported in 1913. The exports of wheat were only £816,468, maize only £172,620, against £1,906,000 and £1,581,000 in 1911; but attar of roses, the chief item in perfumery, was £306,244.

The foreign trade of Bulgaria is chiefly with the following countries :

<i>Imports.</i>			<i>Exports.</i>		
From	1910	1911	To	1910	1911
	£	£		£	£
Austria-Hun-			Austria-Hun-		
gary .	1,903,000	1,929,000	gary .	313,000	423,000
Germany .	1,365,000	1,593,000	Germany .	569,000	916,000
England .	887,000	1,201,000	England .	613,000	969,000
Turkey .	841,000	739,000	Belgium .	838,000	2,152,000
France .	614,000	997,000	Turkey .	1,771,000	1,168,000
Other coun-			France .	362,000	445,000
tries .	1,484,000	1,515,000	Other coun-		
			tries .	696,000	1,312,000
Total .	7,094,000	7,974,000	Total .	5,162,000	7,385,000

The trade returns of the United Kingdom show the following figures relating to imports from and exports to Bulgaria in 1914 :

<i>Imports.</i>		<i>Exports.</i>	
	£		£
Wheat	76,601	Biscuits and Cakes	2,222
Maize	72,994	Other foods	4,065
Oil, essential	15,992	Coal and coke	65,982
Tobacco	27,102	Oil, seed oil	5,498
Other	2,454	Other raw materials	4,959
		Chemicals	22,969
		Cotton yarns	226,507
		„ piece goods	275,326
		„ other manufactures	31,867
		Jute goods	10,806
		Machinery	68,927
		Copper	11,060
		Iron and steel	28,853
		Tin, unwrought	12,262
		Wool, tops	3,504
		Woollen and worsteds	26,382
		Other manufactures	50,473
		Miscellaneous	6,194
Total	195,143	Total	857,856

SHIPPING

The steam mercantile marine under the flag of Bulgaria has of late years increased, but sailing vessels still predominate even as regards tonnage.

<i>Sailing.</i>			<i>Steam.</i>		<i>Total.</i>	
	No.	Gross Tons.	No.	Gross Tons.	No.	Gross Tons.
1906	48	1,376	7	4,660	55	6,036
1908	138	8,053	12	4,752	150	12,805
1910	158	8,617	12	4,752	170	13,369
1911	120	11,617	15	4,956	135	16,573

The movement of shipping at all the ports of Bulgaria amounted in 1911 to 4,951,452 tons entered and 4,934,559 tons cleared; but this includes 901,218 tons entered and 899,835 tons cleared of small boats (*chaloupes*) previously included among sailing ships. The latest information available is for 1913 where 3,132,481 tons were entered and 3,108,505 tons cleared. The bulk of the movements of

sailing vessels were from and to Black Sea ports, the steamers mostly using the ports on the Danube. As regards both sets of ports the tonnage of vessels under Austro-Hungarian colours was larger than that of any other nation. Greece came next, England third, and Bulgaria fourth, as regards the Black Sea in 1911. On the Danube the Austro-Hungarian flag is greatly preponderant, accounting for over 4,000,000 tons out of a total entered and cleared of about 5,500,000 tons. The chief Black Sea ports are Varna and Burgas, the others being insignificant. On the Danube the business is distributed fairly evenly among all the ports, of which the principal are Rustchuk, Vidin, Rahovo, Lom Palanka, and Samovid. Bulgaria has a very small share in the Danube business, the Roumanian, Russian, and Greek colours taking the greater part of what Austria-Hungary leaves.

TELEGRAPHS, TELEPHONES, AND POST OFFICES

There were in 1913 397 telegraph offices with 3,201 miles of line and 11,152 miles of wire in Bulgaria. The wires are mostly above ground, but since 1903 a trifling length has been laid below ground. In 1911 2,234,451 messages were sent and received; in 1913 the number was 3,045,558. The telephone systems amounted to 42 in 1913, with 1,156 miles of line and 4,838 miles of wire.

There were 2,342 post offices in 1913. The number of letters carried in that year were 43,006,000, postcards 23,793,000, and newspapers 28,924,000.

CURRENCY AND FINANCE

Currency. Bulgaria does not belong to the Latin Union (France, Italy, Belgium, Switzerland, and Greece), but its monetary arrangements are in most respects a copy of the double-standard system in force in the countries forming the Union. Under that system the States concerned, originally and for many years, coined both gold and silver to an unlimited extent. The valuation was $15\frac{1}{2}$ by weight of silver to 1 of gold, a relation which was supposed to represent

approximately the quantity of the two metals in the world. An enormous increase in the supply of silver from America in the later 'sixties' and the 'seventies', the adoption by the German Empire of the gold standard—a measure which threw a large quantity of German silver coins on the market—and other causes obliged the States of the Latin Union to stop the unlimited coinage of silver, and those States are now under what is known as the *double étalon boiteux*, or 'limping double standard'. The coinage is '900 fine' for gold coins and 5-fr. pieces; that is, one-tenth of the metal in each coin is alloy; the subsidiary coins are '835 fine'. The unit for the standard coins is common to Latin Union countries but bears a different name in each country—1 franc=1 lira (Italy), 1 peseta (Spain), 1 drachma (Greece). Each of the Latin Union countries now coins silver in such quantities and at such times as seems desirable, and by this limitation of the quantity of silver in circulation it has been found possible to maintain the principle of unlimited legal tender for standard silver coins (i.e. 5-fr. pieces) throughout the Union, in spite of the fact that the melting value of these coins is less than half their nominal value. The subsidiary (token) coinage is legal tender only for sums up to 100 fr. According to the convention of 1897 France is authorized to issue 394,000,000 fr., Italy 232,400,000 lire, Belgium 46,800,000 fr., Switzerland 28,000,000 fr., and Greece 15,000,000 dr.

Bulgaria's unit is the *lev*, divided into 100 *stotinki*. The *lev* is of the value of a franc, and a *stotinka* therefore is identical with a centime. Gold 20-fr. pieces of the Latin countries are accepted as equivalent to 20 *leva*. The £ sterling is accepted as 25 *leva*. Foreign silver coins are not accepted. Bulgaria has not coined much gold. Since 1883, 2,500 pieces of 100 *leva* (£4), 100,000 pieces of 20 *leva*, and 75,000 of 10 *leva* have been struck and put in circulation, the total value of all three classes of coins being £120,000. Gold, of course, is little wanted in an agricultural country like Bulgaria. Silver has been coined to the value of £1,960,000 in pieces of 5 *leva*, 2 *leva*, 1 *lev*, and $\frac{1}{2}$ *lev* (50 *stotinki*, or centimes).

Nickel pieces (£600,000) are still in circulation. There are some bronze coins in use, but most are being withdrawn.

The following table gives equivalents in British sterling :

100 stotinki = 1 lev = 9.5 pence.

		<i>British Sterling Value.</i>		
		£	s.	d.
<i>Gold coins</i>	100 leva ¹	3	19	4.4
	20 „	15	10.5	
	10 „	7	11.25	
	5 „	3	11.6	
	5 „	3	11.6	
<i>Silver coins</i>	2 „	1	7	
	1 „		9.5	
	50 stotinki		4.75	
	20 „		1.92	
<i>Nickel coins</i>	10 „		0.96	
	5 „ ¹		0.48	
	2½ „ ¹		0.24	
	10 „ ¹		0.96	
	5 „		0.48	
<i>Bronze coins</i>	2½ „		0.24	

The names of Turkish coins have survived in common use, not as representing their exact value (as the word 'guinea' does in England), but by adaptation to the nearest equivalent coins of the French decimal system. Local differences, however, exist, the *lev* or franc being taken in the neighbourhood of Philippopolis as equivalent to 6 grosh, the name *grosh* (piastre) being everywhere else taken as indicating the twenty-centime piece.

The currency in actual use consists chiefly of notes issued by the National Bank of Bulgaria, which has the power to issue notes against silver as well as against gold. The gold notes amounted at the end of 1911 to £3,335,000 ; the silver notes, which have only been issued since 1899, amounted in 1911 to £1,097,000. The Balkan War caused a great increase

¹ These coins were apparently out of general circulation in 1908.

in the gold note issue, which in September 1913 amounted to £6,638,000, but the silver notes had fallen to £911,000. The gold notes were well secured by the stock of gold held by the National Bank up to 1911, when the gold held by the bank was £1,606,000, or nearly 50 % of the notes. The silver notes have also been well secured.

The National Bank.—The National Bank was founded in 1879 as a State Bank with a capital of £80,000; it had no power to issue notes until 1885 when it was given the exclusive right of note-issue. In 1886, the capital, which had been increased by additions made out of profits to £140,000, was raised to £400,000, the fresh money being supplied by the State. The bank's business was, however, expanding rapidly, and it obtained a deposit loan of £400,000 for a period of at least five years from the Deutsche Bank at 7 per cent., secured by an issue of Preference shares—the beginning of German 'peaceful penetration' in this part of the Balkan Peninsula. Another issue of £400,000 similar Preference shares was made in 1893. Since 1889 the capital has been £400,000 nominal, with £365,000 paid up. The reserve fund has grown from £30,000 in 1889 to £293,000 in 1911. Its head office is at Sofia, with branches at Philippopolis, Varna, Rustchuk, Burgas, Tirnovo and other large towns, and 59 agencies in small places. The total 'turn-over' in 1911 was thus distributed :

TRANSACTIONS.		
<i>Places.</i>	<i>Number.</i>	<i>Amount.</i>
		£
Sofia	229,548	102,848,000
Philippopolis	97,398	12,024,000
Varna	78,465	15,360,000
Rustchuk	85,840	16,966,000
Burgas.	54,499	10,335,000
Shumla	40,091	3,601,000
Other towns with branches	217,396	21,783,000
Agencies	828,964	58,600,000
Total	1,632,201	241,517,000

In places where there are no agencies the local branch of the Bulgarian Agricultural Bank acts as agent.

In 1910 the number of transactions was 1,489,867 and the 'turnover' £203,541,000; in 1900 the transactions were 259,936 and the 'turnover' £60,247,000.

The balance sheet of the Bank of Bulgaria on December 31 showed the following items :

	1911.	1910.	1907.
ASSETS.	£	£	£
Cash	2,374,000	2,112,000	1,693,000
Funds abroad	712,000	1,067,000	204,000
Bills	2,450,000	1,693,000	1,349,000
Special accounts	2,527,000	2,143,000	977,000
Advances for long periods	2,551,000	2,062,000	1,176,000
Advances to the State	11,000	12,000	1,044,000
LIABILITIES.			
Note circulation	4,432,000	3,264,000	1,969,000
Current accounts	3,168,000	2,920,000	1,761,000
Treasury current accounts	151,000	166,000	298,000
Deposits for fixed periods	1,686,000	1,706,000	1,901,000

The 'Advances to the State' rose to £1,633,000 in 1909.

State Agricultural Bank.—The Bulgarian Agricultural Bank owes its origin to an institution established by Midhat Pasha in 1863. That enlightened Governor of the then existing Danubian vilayet of the Ottoman Empire prepared a scheme for the creation of 'urban' banks to help the rural population. This was sanctioned by the Turkish Government, and succeeded so well that the Government extended the reform to the whole empire. The banks were destroyed by the Russo-Turkish war of 1877–8, but the Russian administration of the newly constituted State of Bulgaria issued regulations tending to revive them in Northern Bulgaria. In 1894 a system of agricultural banks was definitely established. They were consolidated in 1903 as a single bank with branches, and their status was further defined by the law of March 1905. The central office is at Sofia, and there were in 1911 85 branches, including one at Sofia. The total number of transactions in that year was 853,280 and their amount was £52,348,000, of which Sofia (central) executed 5,739 transactions for £17,051,000. The capital is £1,774,000, with a reserve of £236,000. The bank accepts deposits, makes advances on personal character, on mortgage or securities, and on goods,

seeds, cattle, &c. It also buys implements, machines, cattle, &c., for account of farmers, and advances money to departments and communes for local improvements. It also collects bills, grants discounts, and does other ordinary banking work.

Another Government institution, the Central Co-operative Bank of Bulgaria, was established in 1911, in which the National Bank and the Agricultural Bank each hold capital to the amount of £100,000.

Foreign Banks.—Three foreign banks do business in Bulgaria. The Banque de Crédit is German; it has a capital of £360,000 according to the latest available information. In 1911, when the capital was £120,000, the profit for the year was £8,000. The Banque Balkanique is of Austro-Hungarian origin; its capital is £240,000, and in 1911 it made a profit of £27,000. The Banque Générale de Bulgarie is French; its capital is £200,000; in 1911 it made a profit of £17,000. There are a few small banks of Bulgarian origin, with capitals of £40,000 or less, doing business in the country; and several still smaller 'credit institutions', with capitals of £30,000 or less, are also in existence. Some of them are co-operative banks of the Raifeisen order.

Savings Banks.—Post Office savings banks were first established in Bulgaria in 1885. The original regulations for them were modified in 1896. The arrangements are of the usual kind. Sums as low as 1 fr. and not more than 2,000 fr. (£80) are accepted from depositors. The Government gives the banks $4\frac{1}{2}$ per cent., of which $\frac{1}{2}$ per cent. is for working expenses and 4 per cent., goes to the depositors. The banks have been a success, as the following figures show:

	Number of Offices open.	Deposit Books open.	Deposits.	With- drawals.
			£	£
1896 . . .	74	8,186	54,000	21,000
1901 . . .	134	67,795	328,000	259,000
1906 . . .	193	175,630	872,000	674,000
1911 . . .	260	312,462	1,431,000	1,190,000

A joint-stock savings bank, called the *Société d'Épargne par action* 'Bǎdǎchnost' at Shumla, had a paid-up capital

in 1911 of £38,000. There are 6 other small private savings banks with capitals of £11,000 and under.

Revenue.—The State revenue of Bulgaria is derived from seven classes of receipts, the chief items of which were as follows in 1910 :

Direct taxes :—	£	£
Land tax	800,000	
House tax	144,000	
Patent dues	248,000	
Roads	173,000	
Other	443,000	
		1,808,000
Indirect taxes :—		
Import duties	960,000	
Labels on manufactured tobacco	680,000	
Excise on liquors, &c.	480,000	
Other	191,000	
		2,311,000
State monopolies		354,000
Fees and stamps, &c.		356,000
Fines		41,000
Railways (£860,000), posts, telegraphs, &c.		1,140,000
Domain lands, &c.		458,000
Miscellaneous		181,000
From communes		241,000
		6,890,000

Import duties are a most important item.

The customs' receipts include a small amount from export duties. Excise is levied on beer, alcohol, sugar, matches, salt, and tobacco.

Expenditure.—The following is the budget statement of expenditure for 1910 :

The Supreme Power :—	£	£
Civil List	99,000	137,000
Other	38,000	
Service of the Debt		2,645,000
Audit Department		13,000
Ministry of Finance		381,000
" " Foreign Affairs		242,000
" " Interior		382,000
" " Education		851,000
" " Justice		227,000
" " War		1,546,000
" " Commerce		350,000
" " Public Works		2,358,000
Total		9,132,000

The Budget for 1910, which may be taken as a normal pre-war budget, thus shows the following results :

	£
Revenue	6,890,000
Expenditure	9,132,000
Deficit	<u>2,242,000</u>

The deficit was met by the proceeds of 'extra-budget' receipts, from loans, &c., to the amount of £3,401,000. This was an unusually heavy extra-budgetary total, but for many years Bulgaria has been obliged to provide for its requirements in this manner to some extent. In 1908 the extra charge was £3,713,000. As will be seen, Bulgaria has equipped herself with all the official apparatus of a first-class modern State, including a very modern statistical department. The large amount set aside for the Ministry of Education is a remarkable feature in the finances of so poor a country. The Budget for 1915 showed a revenue of £11,027,195 and an expenditure of £11,014,648.

Naturally in these circumstances the public debt has grown rapidly. On January 1 of the following years it was :

	£
1890	3,052,000
1900	7,304,000
1905	13,986,000
1910	20,719,000

Since 1910 the country has still further added to its liabilities, the debt in 1915 being £46,229,306. The details are :

	£
Six per cent., 1892	2,725,360
Five per cent., 1902	3,922,900
Five per cent., 1904	3,763,800
Four and a half per cent., 1907	5,615,500
Four and three-quarters per cent., 1909	3,244,297
Four and a half per cent., 1909	3,866,000
Six per cent., 1914	342,544
Eastern Roumelia	1,011,770
Floating Debt	<u>21,737,135</u>

The service of the Bulgarian loans includes a large amount for sinking funds.

WEIGHTS AND MEASURES

Officially these are the same, and bear the same names, as those used in France.

These were introduced by law in 1888, but how difficult it was to enforce their adoption is shown by a passage in a report made by the British representative at Sofia in 1900 :

‘The Bulgarian peasant keeps the old Turkish weights and measures in his cottage, weighs his produce by them before he brings them into town for sale, and prices them according to that scale ; but the shopkeeper who buys the village produce weighs them by the metric scale, and pays for them accordingly. Conversely, the commodities which the peasant buys in the town he asks for according to the Turkish scale, but he is served according to the metric scale.

‘In Turkish times, and until the metric system was introduced, the unit of measurement for grain was the *kilé*, which, however, varied in size in different districts, the *kilé* of Razgrad having twice the capacity of the *kilé* of Varna, and the *kilé* of Rustchuk being midway between the two. The peasants still keep the old measures for their private use, but no sale of grain is permitted except by the standard metric measures kept by the mayor of each village.’

The new system, however, is shown to have made progress by the fact that instances are quoted in which British trade has suffered because English goods offered for sale here have been made to English instead of metric weights and measures.

For convenience, a table of the metric system is appended.

Gramme	=	15·43 gr.
Kilogramme	=	2·205 lb. av.
Quintal métrique	=	220·5 „
Tonneau (metric ton)	=	2,205 „
Litre, liquid	=	1·76 pints
Hectolitre {	Liquid	= 22 gallons
	Dry	= 2·75 bushels.
Mètre	=	39·37 inches.
Kilomètre	=	·621 mile.
Cubic mètre }	=	35·31 cubic ft.
Stère		
Hectare	=	2·47 acres.
Kilom. carré	=	·386 sq. mile.

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NOTE.—Altitude (alt.) is given in feet above sea-level, unless otherwise stated. A number of routes in this volume have been previously given in the *Handbook of Macedonia* (I.D., No. 1,114, July 1916), but they have here been revised wherever possible in the light of later information.

INTRODUCTION

GENERAL CLASSIFICATION AND CHARACTER OF ROADS

THE Bulgarian Government took over the road system of the Turks, and until 1883 maintained the method of road construction by forced labour. In 1883 a road tax was established for the main roads and, in the case of the local roads, the alternatives were allowed of an additional payment, or four days' labour. In 1900 the Government reorganized the road service. All the roads in the kingdom were classed either as State or as communal roads, and both classes were put under the control of the Public Works Department. No figures are available later than those of 1908 for the money allotted to road-making. In 1908 £217,000 was spent in making new roads, and £61,000 in repairing existing roads. Nearly five-sixths of this sum were spent on the State roads. It has been noticed by travellers (1910) that too small a proportion of the whole sum available was spent on the upkeep of existing roads. There is no reason to believe that there has been a change of policy since 1910. It is known that in the neighbourhood of the Turkish frontier large sums of money have been expended in road construction, and that a number of military roads have been constructed in S. Bulgaria. Since the entry of Bulgaria into the present war, a great deal of road-making has been done in W. and S. Bulgaria by foreign workmen, Russian and Serbian prisoners, under German supervision.

The State roads are those which run between important towns or health resorts, railway stations, ports, and strategic points ; the communal roads link up villages with each other and with the main State roads. The State roads are themselves divided into three classes as follows :

<i>Class.</i>	<i>Total width of road (between ditches).</i>	<i>Width of metalling.</i>	<i>Steepest gradient.</i>
1	33 ft.	20 ft.	1 : 17
2	26 ft.	16 ft.	1 : 14
3	23 ft.	13 ft.	1 : 12·5

It should be noticed that the principle of classification is primarily the width, and not the quality of the road. In general, however, the first-class routes are the best. They are said to be capable of taking light motor traffic, or four-wheeled carts drawn by two horses (Bulgarian *taliga*). The second-class roads are best suited by two-wheeled carriages (*galot*). The third-class roads, except under favourable conditions, are useful for little more than pack-horses or ass-transport. The relative value of these roads can be estimated by the official report of 1909, which out of a total length of 3,709 miles of roads, describes 1,200 miles as good, 1,360 as moderate, and 1,149 as bad. According to English standards the best roads would only be considered as fairly good.

Communal roads are from 13 to 26 ft. wide, with 8–16½ ft. of metalling, and a maximum gradient of 1 in 11. In 1909 there were nearly 1,500 miles of communal road under construction, and 1,022 miles complete : of the completed roads 326 miles were described as good, 383 as moderate, and 313 as bad.

Both State and communal roads are usually macadamized, but in some low-lying districts, and where high embankments are needed, the Telford system has been adopted. The macadamized roads are laid on a bed of pebbles of 6 mm. gauge, to a thickness of from 8 to 10 inches ; in some districts coarse river gravel of 3–5 mm. gauge is used instead of pebbles. The Telford roads are made with a bed of coarse paving, about 6 inches thick, covered with a surface of broken stones, about 8 inches thick. The finished roads are not very satisfactory, because the foundations are not sufficiently prepared, the bed is not properly rammed, and the surface not applied with the right method ; rolling, also, is generally very perfunctory.

The road therefore soon wears through, and, owing to laxity of supervision, repairs are not taken in hand before the damage spreads. Owing to this lack of proper and thorough repair, few roads are uniformly good.

It should also be remembered that the great differences in climate and soil in different parts of Bulgaria affect the condition of the roads. The elevated plains of Sofia have several months of rain and snow, when the best roads become very difficult, and the poor roads impossible for wheeled traffic. On the other hand, in the great plain of Philippopolis, dust is a great enemy during the dry months of the summer. In the winter a heavy fall of snow followed by frost would facilitate the passage of transport, because rough sleighs can be found in comparative abundance throughout the country. Sudden thaws are, however, liable to occur, when all traffic would be disorganized.

TRANSPORT

Owing to the smallness of the Bulgarian horse or pony the country is very deficient in horses available for artillery or transport service. Before the war with Turkey there were about 54,000 horses available for military service of various kinds, in addition to some 8,000 draught horses: of the 54,000 only 17,000 would have been available for artillery purposes. It is uncertain to what extent the wastage in the Balkan War has been made good; but, as the Bulgarian army would need all the horses, there would be little possibility of an invading army securing any remounts even from a friendly population.

For the greater part of the Bulgarian roads pack transport and oxen would be most useful. The native ponies make excellent pack animals and can be used in droves. When Gumuljina belonged to Turkey it was a centre for the pony trade for E. Turkey in Europe. Mules are very scarce, and disliked for their viciousness and the difficulty of managing them. The Bulgarian pack-saddle is excellent. It consists

of two arches of ash, connected at the top by two curved laths (one on each side) which project slightly to the front, and by two flat side bars, one on each side. Underneath, and attached to the arches by leather loops, is a leather pad stuffed with straw and lined with felt. The saddle is usually placed on a well-folded blanket or other form of protection for the animal's back. The distance between the two arches is about 20 inches. On the rear arch are cut two hooks, to which the loading ropes are attached. The saddle weighs about 50 lbs., and is secured by a broad woollen surcingle and a leathern breeching, supported by flank straps.

The Bulgarian census for 1905 (the latest trustworthy information on this point) stated that there were 819,000 cattle and buffaloes available for ox-draught. The oxen are of two types. The first type is an ordinary, humpless breed, light grey in colour, well developed, and hardy. This type is general in the plains of N. Bulgaria; in the mountainous districts the oxen are poorly developed and of bad formation. The second type is a black water-buffalo, common about Sofia and S. Bulgaria. It is very strong, but too delicate to be very satisfactory. It requires rugging and careful treatment in the winter, and it suffers from heat in the summer, during which it is necessary to splash water over it whenever possible on the march. It is a very slow mover. The types of carts and wagons in use in the country may be tabulated as follows:

<i>Type of vehicle.</i>	<i>Country name.</i>	<i>Method of draught.</i>	<i>No. of wheels.</i>	<i>How drawn.</i>	<i>Load in lb.</i>
a. Military wagon (2 patterns).	<i>Taliga</i> or <i>Kalatza</i> .	Pole and breast harness.	4	2 horses.	1,200
b. Military wagon (general type).	<i>Taliga</i> or <i>Kalatza</i> .	Pole and breast harness (designed for horses of 14 hands 2 in.).	4	2 horses (smaller than a).	880-1,100
c. Country wagon (general type).	<i>Kola</i> .	Pole and breast harness.	4	2 horses or yoke of oxen.	1,200
d. Country cart.	<i>Galot</i> .	Shafts.	2	1 horse.	700
e. Sleigh.	<i>Sheïna</i> .	Very primitive.	—	—	—

BRIDGES, FERRIES, AND FORDS

The following is a list of Bridges, Ferries, and Fords over the four chief rivers of Southern Bulgaria, the Maritsa, the Arda, the Myesta, and the Struma.

*Bridges over the Maritsa**(a) Railway bridges.*

- (1) Near Banya Kostenets (southern exit of the Sulu Derbend). This bridge is of iron, 82 ft. long and 23 ft. high. (2) At Seimen, iron bridge on a curve, 13 ft. long, 5 piers. (3) At Kuleli Burgas, three railway bridges over three arms of the Maritsa by which the Constantinople railway crosses the river. Over the right arm of the river: three 150 ft. spans of box girders, masonry piers. Rails 30 ft. above summer level of the river. Over the middle arm: fifteen 55 ft. spans of lattice girders, piers of iron piping. Over the left arm: five 80 ft. and six 30 ft. spans of lattice girders, masonry piers.

(b) Road bridges.

- (1 and 2) Near Kato (lower) Banya. (3) Near the Han of Gabrovitsa, and (4) Near Sestrimo railway station. Both lie within the long narrow defile W. of Belyovo railway station. (5) Near Tatar Bazarjik. (6) Near the village of Polatovo. (7 and 8) At Philippopolis (Plovdiv). The hills on the right bank on which Philippopolis is built, as well as that near the railway station (Dzheden Tepe, height 928 ft.), dominate the bridges and a considerable area both down stream and up stream. (9) Near the Hadzhi Stambul farm (wooden). (10) Near the village of Kamenets (wooden). (11) Near Seimen. (12) At Mustafa Pasha. (13) Near Adrianople, with a double head (stone). (14) Kuleli Burgas, iron bridge, thirteen 111-ft. spans of lattice girders on piers of iron lattice work resting on a foundation of ferro-concrete piles. (15) A new bridge has been made over the Maritsa 3 miles WNW. of Ipsala. It is a solidly built wooden bridge and is crossed by a new road from Merhumli to Ipsala.

(Air reconnaissance, 30/6/16.) Between this bridge and the mouth of the river there are no other bridges, except that a report of June 1916 mentions that a bridge may have been constructed at Kaldirkoz.

(c) *Temporary bridges could be made at various points.*

(1) At mile 58 on Dedeagach-Adrianople road about three miles south of Demotika where the stream is sluggish and 120 yds. broad, with firm clay banks 8-10 ft. high. (2) Above and below Mandra (see p. 32). (3) During the 1912 war the Bulgars made a pontoon bridge opposite Ipsala. From Ipsala to just below Ferejik the ground along the Maritsa is marshy and only passable for wheels in summer and autumn. Below Ferejik the river flows through swampy ground which is inundated in winter and spring.

Ferries across the Lower Maritsa

There are ferries across the lower Maritsa at the following points: (1) between Kaldirkoz (Bulgaria) and the marshes W. of Orfani Chiftlik (Turkish); (2) three ferries across bends of the river and connecting Ipsala and Ferejik; (3) between Kermekli and the marshes W. of Ipsala; (4) between Khanjas and the N. and S. banks of the Ergene; (5) between Karabunar and Kepli; (6) between Sufili and Yediköi (separate ferries across two channels); (7) between Bulgarian bank, $3\frac{1}{2}$ miles N. of Sufili, and Alimbeyköi (Hatibeyköi); (8) between Saltiköi and Alimbeyköi; (9) between Hissar Beili and Karasufli; (10) between Karabeili and Arnautköi; (11) $1\frac{3}{4}$ mile SE. of Demotika. The ferry-boats are shaped like a punt and poled across the stream. They carry a load of 25 men or 8 horses. They are of uniform pattern, and could be used for bridging. About 14 would be available. There are a number of small fishing-boats on the Maritsa, mostly at Ferejik. These boats could carry 4 men in marching order, but not horses.

Fords across the Middle Maritsa

(a) *Between Belyovo Station and Tatar Bazarjik.*

(1) S. of the village of Menekovo. (2) NE. of the village of Menekovo. (3) N. of the village of Saranyovo. (4) NE.

of the village of Saranyovo. (5) E. of the village of Saranyovo. (6) N. of the village of Zlakuchene. (7) N. of the village of Kovachevo. (8) NNE. of the village of Kovachevo. (9) NE. of the village of Kovachevo. (10) E. of the village of Kovachevo. The above ten fords can be used by vehicles. They are about $2\frac{1}{2}$ –3 ft. deep and 13–20 ft. broad. The nature of the bottom is composed of pebbles or sand and the speed of the current is small.

(b) Between Tatar Bazarjik and Philippopolis (Plovdiv).

(11) Near the village of Saladinovo. (12 and 13) Near the village of Hadzhievo. (14) Near the village of Govedare. (15) N. of the village of Kadiyevo. (16) Near the village of Airene. These fords are passable for vehicles, have a depth of $2\frac{1}{2}$ –4 ft., a breadth of 10–16 ft. each, a bottom shingly or sandy in character and a current of small speed.

(c) Between Philippopolis and the western exit of the Seimen defile.

(17) E. of Philippopolis. (18) N. of the village of Sadovo. (19) S. of the village of Giren. (20) N. of the village of Borisovgrad. (21) E. of the village of Lyubenovo. (22 and 23) SE. of the village of Zlata Livada. (24 and 25) Near the farm of Seidagovo. These fords likewise appear passable for vehicles but are narrower and about 3–5 ft. deep with sandy or muddy channel and with slight speed of current.

(d) Between the Seimen Pass and Mustafa Pasha.

(26) NE. of Harmanli. (27) E. of the village of Indzhili. These fords are passable to vehicles, have a breadth of 8–10 ft. and a depth of 3–4 ft.; the bed is sandy or muddy in character and the speed of the current is slight.

(e) Between Mustafa Pasha and Adrianople.

(28) Near the Pasaköi farm. (29) N. of the village of Yurush. Both these fords are passable by vehicles.

Below Adrianople as far as its mouth, the Maritsa is not fordable except in very dry summers.

Ferries exist at practically every village on either bank, throughout the course of the river.

Fords across the Arda

(Eastwards of the plain-area of Kirjali.)

(1) E. of Ada. (2) N. of the village Yaladzhik. (3) S. of the village Silbikim. These are passable by vehicles, are 2–3 ft. deep and 10–15 ft. broad; the bottom is formed of shingle and pebbles; the speed of the current is about 5–7 ft. per second. (4) E. of the village Blg. Yubyuren. (5) SE. of the same village. (6) Near the Lambus monastery. Passable only by men on foot; depth 4–5 feet; breadth 3–7 ft.; nature of bottom pebbly; speed of current about 7 ft. per second. (7, 8 and 9) Near the village of Chingirli at the exit of the river from the mountain region into the plain zone of Ortaköi–Adrianople. (10 and 11) Near the village of Sarihadir. (12) Near the village of Doudzharos.

Bridges over the Arda

(1) Near Pashmakli (over the Kara Dere, a tributary of the Arda). (2 and 3) Near the village of Raikovo. (4) Near the village of Chatak. (5) Near the village of Ravishte. (6) West of the village of Akbunar. (7) North of the village of Dereköi (Seitan Köprüsu). (8) South of the village of Kurudzha Viran. (9) At Kirjali. (10) NE. of Ortaköi a new bridge has been made 820 ft. long and 22 ft. wide (April 1916). (11) Finally, near the confluence of Arda and Maritsa, west of Karagach, a suburb of Adrianople, there is a railway bridge over the Arda on the Constantinople–Sofia railway line.

Bridges over the Myesta

(1) Near Yakoruda. (2) SW. of Yakoruda. Carriage-road from Nevrokop to Bazarjik Station via Razlog and Belyovo crosses 1 and 2. (3) Near Dagoniya. (4) Near Menzel or Babyak. Mule tracks pass over bridges 2 and 4. (5) W. of Osenovo. (6) S. of Nevrokop. Carriage-road Nevrokop–Dospad uses this. (7) Near Festane. (8) Near Blatska.

Military Road from Nevrokop to Tuhovishta near Greek frontier uses this. (9) NE. of Teplen. (10) Near Borovo. (11) W. of Usenitsa (E. of Papasköi). (12) Buk. Big sling bridge. Alongside bridge are broad iron plates to support pedestrians. (13) Bridge on Austrian Staff Map 1:200,000, part of carriage-road Xanthi-Sari Shaban-Kavalla, has been destroyed.

Fords across the Myesta

(1) S. of Razlog, near Banya. (2) Two to S. of Banyska. (3) S. of Nevrokop. (4) W. of Dupnitsa. (5) W. of Festane. In the plain of Nevrokop. (6) S. of Buk. (7) N. of Yeniköi. (8) S. of Injenez. (9) W. of Tokizli. (10) Near bridge of Korfali. (11) W. of Kuch Otmanli. (12) W. of Kirköi. In the Sari Shaban plain. (13) W. of Gendzerli. These fords 2-3 yds. broad, and 1-3 ft. 6 ins. deep. Nos. 10 and 13 are deeper and difficult. The middle arm of the Delta cannot be crossed at all.

Bridges over the Struma

(a) *From the shoulder of the Dragichevo to S. exit of river from Dzhermen Pass.*

(1) S. of Dragichevo (stone). (2) S. of Moshino (stone). (3) Two to W. of Pernik (wood). (4) S. of Batanovski (wood). (5) Two W. of Radomir (wood). (6) W. of Potsarnentsi (stone).

(b) *From S. exit of Dzhermen Pass to exit of river from defile N. of Juma'-i-Bala Plain.*

(7) E. of Kustendil, near Nikolichevtsi (stone). (8) Near Nevestino (stone).

(c) *From there to Rupel Pass.*

(9) E. of Grahutsi (stone), in plain of Juma'-i-Bala. (10) E. of Nikov (wood), plain of Juma'-i-Bala. (11) N. of Simitlii (stone). (12) Near S. exit of Kryesna (stone). (13) Salih Aga, E. of Yerköi, S. of Kryesna (stone). (14) E. of Slimnitsa. (15) New bridge near Starchovo, S. of the Island. (16) Between Srbinovo and Kula, just N. of junction of the Struma and Strumitsa.

*Fords across the Struma**(a) In Plain of Kustendil.*

(1) E. of Stensko. (2) E. of Siskovtsi. (3-7) S. of the bridge on the Kustendil-Radomir carriage-road, as far as the point where the Struma enters the defile N. of the Juma'-i-Bala plain.

(b) In Plain of Juma'-i-Bala.

(1) W. of Gramadye 13 ft. broad, and $3\frac{1}{2}$ ft. deep. Current 6-7 ft. per second. The bed is muddy.

(c) In Plain of Simitlii.

Near Simitlii. Sandy bed, 12-13 ft. broad, $3\frac{1}{2}$ ft. deep, current 6-7 ft. per second.

(d) S. of Kryesna Pass.

(1) $\frac{1}{2}$ mile N. of Gorne Mikrovo. For cavalry, in column, two abreast. (2) Near confluence of the Struma and Strumitsa, 3 ft. deep, 9-13 ft. broad, current 4 ft. per second. Bed sandy. (3) Near Mirsla, W. of Demir Hisar, for pack animals.

ROUTE 1

DEDEAGACH-FEREJIK-DEMOTIKA-ADRIANOPLE,

86½ miles

Between Obalar and Bedekli, 12½ miles NE. of Ferejik, the route was a poor road over sandy country, which becomes marshy in certain parts, after the rains. A report of April 1916, however, states that the route has recently been put into first-class order. There is one bridge, shortly after leaving Dedeagach. After Bedekli the road is a good chaussée, 23 ft. wide with 16 ft. of metalling, to Urlu. There are several bridges; the streams can be forded in summer. Between Urlu and Adrianople there is a poor road, unmetalled, and, in flood time, often under water. The last two miles are a poor chaussée.

None of the bridges is fit for heavy traffic. Throughout its course the route keeps close to the Dedeagach-Adrianople railway.

miles

0 **Dedeagach.** Road leaves E. at a short distance from the coast. It is reported (July 1916) to be 'good' to Obalar.

¾ Road crosses to N. of Adrianople railway.

1¼ Road crosses to E. bank of the **Bodoma Chai**, by an iron girder bridge, with piers and abutments in stone, and three spans of 65 ft. each. The bed of the stream is pebbly, and can be forded.

3¾ **Obalar** (Muhajirköi) to N. of road.

4¾ Road skirts N. of marsh.

5¾ Road crosses to E. bank of stream.

8¼ Road crosses to E. bank of the **Ilija Dere**. Hot springs, and ruins of Trajanopolis. Road now skirts

miles

S. edge of hills, alt. 859 ft., through a somewhat difficult passage. Alternative track in dry weather passes under the railway and rejoins the main track later.

13 $\frac{1}{4}$

Urunjik in a wooded valley.

16

Road crosses to N. of the Bodoma–Ferejik railway.

16 $\frac{3}{4}$

Ferejik (Fere), alt. 131 ft., pop. about 3,750, mostly Greek. On a small affluent of the Maritsa, surrounded by orchards and meadows. Railway junction station E. of town, 1 mile.

Branch roads :

(i) E. to **Ipsala**, 11 $\frac{1}{2}$ miles.

(ii) NW. and W. to **Bodoma**, about 15 miles.

Road leaves ENE. over low wooded hills, and takes a general direction NNE.

18 $\frac{3}{4}$

Road crosses to E. of the **Kavarjik Dere** by bridge.

20 $\frac{1}{2}$

Saranli. Branch road starting SE., but general direction NE. to **Kermekli** (Germekköi), 7 miles, and new solidly built wooden bridge over the Maritsa, with continuation to **Keshan** (see *Handbook of Turkey in Europe*, p. 246).

26

Köpekli.

29 $\frac{1}{4}$

Bedekli, alt. 112 ft.

Track E. to **Khanjas**, 2 $\frac{3}{4}$ miles, where there are ferries to N. and S. banks of the Ergene.

From this point the road becomes a first-class chaussée. The general direction is N., and the road follows the railway closely, running between it and wooded hills.

29 $\frac{3}{4}$

Bedekli railway station.

31 $\frac{1}{2}$

Semenli.

34.

Chumlekjiköi.

36 $\frac{1}{2}$

Vakuf (Ukuf).

- miles
- 37 $\frac{1}{2}$ Road crosses to N. bank of affluent of the Maritsa, by bridge, with masonry piers, superstructure of wood on iron girders, and arches of 16 to 20 ft.
- 38 $\frac{1}{2}$ Track SE. to ferry across the Maritsa, 1 $\frac{3}{4}$ mile.
- 39 $\frac{1}{2}$ **Derbend Karabunar.** After leaving village there is a bridge over a small stream and ravine, similar to the bridge at mile 37 $\frac{1}{2}$.
- 42 $\frac{1}{4}$ **Sufli** town and railway station, pop. 4,000, mainly Greek. Situated on slopes of low hills, covered with vineyards. Silkworm culture; a considerable commercial centre. Ferry for vehicles to Yediköi.
- Branch road, general direction W., via **Sichanlik** to **Kozlu Kebir** (see Route 3 (A), under mile 14 $\frac{3}{4}$). A new unmetalled carriage-road, fit for all arms, passing through forest country (Report, April 1916).
- 43 Road crosses to E. of railway.
- 43 $\frac{1}{4}$ Road crosses to W. of railway.
- 44 Road crosses to N. bank of small stream by a ford. The valley is very sandy.
- 45 $\frac{1}{4}$ Road crosses to E. of railway. Road now runs close to the Maritsa bank for 1 $\frac{3}{4}$ mile.
- 45 $\frac{3}{4}$ Ferry across the **Maritsa**.
- 47 Road crosses to W. of railway.
- 47 $\frac{3}{4}$ Road crosses to NE. bank of the **Kayajik** (Mandra) **Dere** by bridge. Mandra village to N. of road. The road now turns E. along the foot of wooded hills.
- 51 **Saltiköi.** Ferry across the Maritsa to **Alimbeyköi**. General direction NE.
- 51 $\frac{3}{4}$ **Hissar Beili** (Asarbunar) to N. of road.
- 52 $\frac{1}{4}$ Track ESE. to ferry across the Maritsa, 1 mile.
- 54 $\frac{1}{2}$ **Karabeili** (Karabunar) to N. of road. Track SE. to ferry across the Maritsa, 1 mile.
- 56 Road crosses to SE. of railway.
- 56 $\frac{1}{2}$ Road crosses to NW. of railway. The Maritsa is here close to the road, and there is a ferry.

miles

59 $\frac{1}{4}$

Road turns NNW.

61

Road turns NE. and crosses to E. bank of the **Kizil Deli Chai** by a bridge, with masonry piers, iron girders, old rails as cross-girders, and superstructure of wood. The foundations of the bridge are very old.

61 $\frac{1}{4}$

Demotika town. Situated at the W. end of a plain, commanded by hills. The plain is subject to inundation, but works have been begun to prevent it. Ferry across the Maritsa, 1 $\frac{3}{4}$ mile SE. of the town. Road leaves ENE.

62 $\frac{1}{4}$

Branch road ENE. to Uzun Köprü, 13 $\frac{1}{4}$ miles. On this road, immediately after the bifurcation, is **Demotika** railway station, at the foot of a hill with grade 1 in 17 and 1 in 20.

Road turns NNE. across the spur (alt. 545 ft.), round which go the Maritsa and railway.

65 $\frac{3}{4}$

Road crosses to NE. bank of a stream by old stone bridge.

67

Track SE. to **Saraiköi**, 3 miles, and **Kuleli Burgas** railway station, 5 miles.

68 $\frac{1}{2}$

Urlu. Road touches railway, and deteriorates.

69 $\frac{3}{4}$

Urlu station. Road crosses to E. of railway, and crosses the marshy valley of the Maritsa in NNE. direction. From here to Adrianople the road is liable to inundation.

71

Road crosses to E. bank of affluent of the Maritsa by an old stone bridge, with stone piers and wooden superstructure.

Umurbey to S. of road. Road turns N. along the E. of the affluent, which flows from N. to S., about 1 $\frac{1}{2}$ to 2 $\frac{1}{2}$ miles to W. of the Maritsa.

72 $\frac{1}{2}$

Shaminji.

75

Kliseli.

76 $\frac{1}{2}$

Yenioglu.

80 $\frac{1}{4}$

Akhorköi.

miles

85 $\frac{3}{4}$

Branch road WSW. to Adrianople (Karagach) railway station, 1 $\frac{1}{2}$ mile, and Gumuljina, 87 $\frac{1}{4}$ miles (see Route 5).

86

Road crosses to N. bank of the Maritsa by the Sultan Mahmud bridge (stone), into Turkish territory.

Road crosses to N. bank of the **Tunja** by stone bridge of eight arches.

86 $\frac{1}{2}$

Adrianople (centre of town).

ROUTE 2

DEMOTIKA—ORTAKÖI, 24 $\frac{1}{2}$ miles

WITH EXTENSION TO MUSTAFA PASHA

This road is reported (April 1916) to be a metalled carriage road, fit for all arms and motor lorries. It has a telegraph line accompanying it on the section Kara Jali to Ortaköi. It is important as being the only cross-road connecting the roads Gumuljina–Adrianople (Route 5) and Dedeagach–Adrianople (Route 1).

It is reported (May 1916) that there is a good unmetalled cart road from Demotika to Gumuljina, proceeding W. via Kuchuk Derbend, Chalapi Yailasi, and Domruköi (see Route 3 (A), introduction). Between Kuchuk Derbend and Chalapi Yailasi the route is only a difficult cart-track.

miles

0

Demotika, alt. 100 ft. The road leaves in a NW. direction up the l. bank of the Kizil Deli Chai along the foot of the hills to the NE. of the valley.

2

Bulgarköi.

5 $\frac{1}{2}$

Kadiköi N. of road.

10 $\frac{1}{2}$

Kara Jali. Road turns W.

13 $\frac{3}{4}$

Emledin, alt. 294 ft.

miles	
16 $\frac{3}{4}$	Kilkiköi , alt. 350 ft. Road leaves valley and climbs NW. up a spur.
21	Summit of road and watershed. Road descends steeply N.
21 $\frac{1}{2}$	Road crosses to N. bank of Ataran Dere .
21 $\frac{3}{4}$	Drebishna , alt. 140 ft. Road turns NW. and crosses a low ridge.
24 $\frac{1}{2}$	Ortaköi , alt. about 400 ft. (see Route 5 at mile 62 $\frac{1}{4}$). It is reported (April 1916) that a new road, fit for all arms, has been constructed from here to Mustafa Pasha , crossing the Arda NE. of Ortaköi by a bridge 820 ft. long and 22 ft. wide.

ROUTE 3

DEDEAGACH—GUMULJINA

ROUTE (A), 36 miles

The road is metalled and fit for motor transport as far as Makri. The rest of the route is fit for motor transport and provides a shorter line of communication between Dedeagach and Gumuljina than the other route. Its conversion into a chaussée throughout was reported to have been begun in 1909, and a report of August 1916 states that the road is now first class. See also under mile 11 $\frac{3}{4}$ below.

It is reported (May 1916) that a good unmetalled cart-road goes from Domruköi, general direction NW., to Chalapi Yailasi; thence via Kuchuk Derbend, to Demotika (see Route 2, introduction). Between Chalapi Yailasi and Kuchuk Derbend the route is only a difficult mule-track.

miles

- 0 **Dedeagach**, alt. 49 ft. The Bulgarians are reported to have destroyed all roads near Dedeagach (March 1916). Road leaves in a W. direction close to the coast, crossing many small streams flowing from the N.

miles

7 $\frac{1}{2}$

Makri, a town on a spur above the sea. Alt. 262 ft. The route follows a track turning inland in a NNW. direction, ascending the hills.

11 $\frac{3}{4}$

Sagirlar village.

From this village a track, probably not fit for wheeled traffic, winds NE., E., and then SE. through the hills via **Dollen** (3 $\frac{1}{2}$ miles) and **Chaliköi** (6 $\frac{3}{4}$ miles), whence there are three tracks, all approximately of equal length, leading to **Dedeagach** (11 miles).

From Sagirlar the route runs NW.

13 $\frac{3}{4}$

Hotolar village. The track begins to descend gradually.

14 $\frac{3}{4}$

Hassanlar village.

A track branches NE. to **Chobanköi** (2 $\frac{1}{2}$ miles) on the railway. From Chobanköi a carriage-road has been made NNE. via **Sichanlik** to **Monastir**, about 15 miles (April 1916). See also Route (C) below.

17

A track branches N. to **Köpekköi** ($\frac{1}{2}$ mile) and thence to **Kösse Mejid** railway station (1 $\frac{1}{2}$ mile).

20

Track approaches the railway and follows it closely on the W.

22

Track crosses railway and recrosses it almost immediately.

24 $\frac{1}{2}$

Track crosses railway and turns W., running between the railway and the **Chaush Dere**, which are here close together.

26 $\frac{3}{4}$

Demir Beili railway station. Confluence of the Chaush Dere with the Yardimli Su.

Branch track (unmetalled road, reported good between June and August 1916) W., down the Yardimli Su, and crossing it by bridge at **Ayak Dalyan**, 12 miles, to **Anaköi**, 14 miles, whence continuing W. to the Porto Lagos-Gumuljina road (Route 4).

miles

	Track turns N.
28 $\frac{1}{2}$	Yabilli village. Track turns NNW.
36	Gumuljina.

ROUTE (B), 42 miles

From Dedeagach to Makri as in the previous route, after which there was a track fit for wheeled traffic to Maroniya. Beyond that point it was fit only for pack transport. According to another authority the central section was the worst. It is reported, however (August 1916), that this route has been converted into a first-class road.

miles

0	Dedeagach.
7 $\frac{1}{2}$	Makri. The route continues generally W. along the coast.
17 $\frac{1}{4}$	Route crosses the Yali Dere.
19 $\frac{1}{4}$	Route leaves the coast and strikes NW. along the slopes of the Karakush Dagh.
23 $\frac{1}{2}$	Maroniya village. The route runs along the foot-hills, crossing many streams.
26 $\frac{1}{4}$	Hajilar village. The route makes a detour to the N. round the head-waters of two streams.
31 $\frac{1}{4}$	Fushtanli village. The route descends in a NW. direction.
32	Route turns NE. up the l. bank of the Yardimli Su.
34 $\frac{1}{4}$	A track branches E. to Demir Beili railway station, 6 miles.
34 $\frac{1}{2}$	Route turns N., crossing the Yardimli Su (two bridges).
36 $\frac{3}{4}$	Kuchuk Doganji.
38 $\frac{1}{4}$	Route crosses railway and follows it at about $\frac{1}{4}$ mile distance to the E. to
42	Gumuljina.

ROUTE (C)

A third route to Gumuljina, much used, leaves **Dedeagach** N. and proceeds via **Bodoma**, then NW., following the railway via **Kirka** to **Chobanköi** (see Route (A) above, under mile $14\frac{3}{4}$); thence N. and NNW. by **Shabhane**, **Kozlu Kebir**, and **Domruköi**, whence WSW. to **Gumuljina**. This is an unmetalled road fit for all arms, and for motor transport from Chobanköi to Gumuljina.

ROUTE 4

PORTO LAGOS—GUMULJINA, 19 miles

This is a new metalled chaussée over easy level country skirting the marshes E. of Lake Buru, and on a slightly higher level. The road is described as very good, specially made for military purposes, and fit for motor transport. Between miles 3 and $12\frac{1}{2}$ an alternative unmetalled road, fit for all arms (April 1916), runs E. of the main road.

miles

- | | |
|-----------------|---|
| 0 | Porto Lagos. Road led E. over a causeway and iron bridge at the entrance of Lake Buru. The bridge had one span of 25 yds. Both were bombarded in 1915, but the causeway has been repaired, and the bridge replaced by a wooden one, on stone piles 8–10 ft. above water-level, with roadway about 16 ft. wide. Depth of water under bridge, 13–15 ft. (Report of July 1916.) |
| $13\frac{3}{4}$ | Reach mainland. |
| 3 | Turn N. for 1 mile, and then NE., following up the l. bank of the Ak Su . |
| 5 | Branch road, unmetalled, but reported fit for all arms (April 1916), N. and then NE. to Narli railway station via Sarsalar . There is no bridge here over the Ak Su, but it is fordable in summer. |
| 6 | Burhan-ed-Din. |

miles

7½

Palazli.

Branch road N. (unmetalled) to Narli railway station, crossing the Ak Su by a wooden bridge, and proceeding via **Ortaji** (April 1916).

11

Turn E.

12¼

Sarija Mesina. Turn ENE.

18¾

Railway crosses road.

19

Gumuljina, alt. 200 ft.

ROUTE 5

GUMULJINA—ADRIANOPLE, 88 miles

This road is a metalled main road throughout, accompanied by a telegraph line, and gives an important line of communications between the Aegean and the Arda valley. The following is a general description of the Gumuljina—Ortaköi section by a traveller in 1908, before the road was remade :—The route is ‘sometimes in a deep wooded valley, sometimes on a rough road cut out of the hill-side, one flank rising rock-like above us, the other dropping almost sheer down into a gorge. Now and then, when a valley widens out, one passes a few houses built of logs, the occupants of which cultivate the small fields surrounding them, which are often arranged in terraces one above the other. The lower portions of the mountains are covered with low oak bushes, sweet chestnuts, and beeches ; the higher slopes are decked with scattered pine trees ; the peaks are almost bare and rocky.’ The road is reported (May 1916) to have been remade recently, and to be fit for motor lorries from Ortaköi to Adrianople.

miles

0

Gumuljina, alt. 200 ft. The road leaves the town in a NNE. direction up hills on r. bank of the **Bukalabja Deresi**.

2

Alt. 600 ft.

miles

- $3\frac{3}{4}$ Alt. 1,480 ft. Well on left of road.
 $4\frac{1}{2}$ Alt. 1,611 ft. Road turns N. by W.
 $6\frac{1}{4}$ Alt. 1,459 ft. Well on left of road.
 Road descends in zigzags for 2 miles.
 7 **Han Suluyunus** and bridge over the Bukalabja.
 Road runs N. by W.
 $8\frac{1}{4}$ Alt. 1,430 ft. Bridge.
 $8\frac{3}{4}$ Bridge. Road climbs by a reversed S-curve to
 the ridge of
 $10\frac{1}{4}$ **Balkan Toresi**, alt. 2,300 ft. Well. Road descends
 NNW.
 $11\frac{3}{4}$ Road crosses a tributary of the Ayisi Dere. **Kuch**
Han, alt. 1,551 ft. **Karakash** village $1\frac{1}{2}$ mile NW.
 of road. Road bends NNE.
 $15\frac{1}{4}$ Road to Kirjali (see Route 8) branches 1. (NW.).
 Route turns NE.
 $17\frac{1}{2}$ **Erikli** village. Road bends SE. for $\frac{3}{4}$ mile and then
 NNE., following a ridge. Several wells along the road
 in this neighbourhood.
 27 Alt. 1,506 ft.
 $27\frac{1}{2}$ **Sarnich** village. Road descends in same general
 direction to the valley of the **Burgas**.
 $29\frac{1}{2}$ Road crosses the Burgas by wooden trestle bridge
 300 yds. long (1909). **Kushikavak**, a small village with
 a few large houses in a fertile well-cultivated valley. It
 has a good tobacco trade, and a weekly market, where
 mules are sold. Military dépôt at N. end of village.

 Cross-road from **Mestanli** (see Route 8 at mile $36\frac{1}{4}$).

 General direction of route changes to E. by N.
 Road rises slowly.
 $36\frac{1}{4}$ Alt. about 1,800 ft. Several springs along the road.
 $41\frac{1}{4}$ Alt. 2,132 ft.
 $44\frac{3}{4}$ **Papasköi** village $\frac{1}{4}$ mile S. of road.
 $46\frac{1}{4}$ Road turns sharply SE. along side of a ridge.

miles

At this point a track diverges N., and after $1\frac{1}{2}$ mile bifurcates to **Mustafa Pasha** (see Route 6) and to **Hebibchevo** (see Route 7).

50 $\frac{1}{2}$ General direction changes to E. and road winds much.

54 $\frac{1}{2}$ Road turns NNE. Alt. about 2,130 ft.

55 $\frac{1}{2}$ Road resumes its E. direction.

62 $\frac{1}{4}$ **Ortaköi**. Branch roads SE. to **Demotika** and NE. to **Mustafa Pasha** (see Route 2).

Route descends in a NE. direction.

65 $\frac{1}{2}$ Arda river $\frac{1}{4}$ mile N.

68 $\frac{3}{4}$ Road reaches r. bank of the **Arda** at **Sarihadir**. Alt. 197 ft.

Ford and ferry across river to **Kumarli** on l. bank, whence there is an alternative unmetalled road down l. bank of the Arda to **Marash** on the Maritsa, $2\frac{1}{2}$ miles above Karagach (see mile 85 $\frac{1}{2}$ below). There appears to be a track between Marash and Karagach, but no bridge over the Arda other than the railway bridge.

Route follows the r. bank of the Arda closely.

75 $\frac{3}{4}$ **Kiormut** village on river $\frac{3}{4}$ mile N. of road. Ford and ferry leading to **Sederli** on alternative l. bank route.

80 **Dujaras** village. Ford and ferry leading to **Epcheli** on alternative route.

Road passes under railway and reaches

85 $\frac{1}{2}$ **Karagach** on r. bank of Maritsa. Adrianople railway station $\frac{3}{4}$ mile S.

87 $\frac{1}{4}$ Road joins road from Dedeagach (Route 1 at mile 85 $\frac{3}{4}$), and crosses the Maritsa and Tunja.

88 **Adrianople**, alt. about 130 ft.

ROUTE 6

(GUMULJINA)—PAPASKÖI—MUSTAFA PASHA,

31 $\frac{1}{4}$ miles

From Gumuljina to 1 $\frac{1}{2}$ mile beyond Papasköi by the Adrianople road (see Route 5, miles 0–46 $\frac{1}{4}$). From that point onwards a track only, which involves fording the Arda : but under suitable conditions this route might provide a passage from S. to N. of the Arda. Road beyond mile 11 $\frac{1}{4}$.

miles

- | | |
|------------------|--|
| 0 | From mile 46 $\frac{1}{4}$ (1 $\frac{1}{2}$ mile beyond Papasköi) on Gumuljina–Adrianople road (Route 5) track leads N. |
| 1 $\frac{1}{2}$ | Track to Hebibchevo branches NW. (see Route 7).
Alt. 2,296 ft., $\frac{1}{4}$ mile N.
Track turns NNE. |
| 3 $\frac{1}{2}$ | Hojaköi . Track turns E. |
| 4 $\frac{1}{4}$ | Track turns ENE. |
| 5 $\frac{3}{4}$ | Manguf (Mankof), Christian village; Mohammedan village of same name $\frac{3}{4}$ mile WNW. Track turns N. by W., running along high spurs, and crossing two shallow valleys. |
| 8 $\frac{1}{4}$ | Kochashli . Track turns NNE. along spur, and descends to the Arda. |
| 10 $\frac{3}{4}$ | Arda river. No bridge shown; ford (see p. 139). How far it is passable depends on time of year and state of river. (See under Kirjali, Route 8 at mile 45 $\frac{1}{4}$.) |
| 11 $\frac{1}{4}$ | Silbikim , alt. 361 ft. Here track becomes a road, along which route turns SE. |
| 11 $\frac{3}{4}$ | Cross an affluent of the Arda. Ascend ridge. Descend into valley of another tributary of the Arda. |
| 12 $\frac{1}{2}$ | Cross stream. General direction changes to ENE. Road ascends ridge and descends into upper valley of third tributary. |

miles	
14 $\frac{1}{2}$	Cross stream. Road runs up its valley.
16 $\frac{3}{4}$	Road leaves valley and ascends ridge E.
18	Road begins to descend into valley of an affluent of the Maritsa.
18 $\frac{1}{2}$	Alt. 722 ft. Road crosses stream, and ascends hills obliquely on N. side of valley.
21	Road turns sharply N. across ridge, and descends into valley.
21 $\frac{3}{4}$	Cross stream and ascend hills N.
22 $\frac{3}{4}$	Karabagh , alt. about 820 ft. From this point several tracks lead NE. and ENE. down into Maritsa valley. Road continues N.
23 $\frac{1}{2}$	Road bends NW.
25 $\frac{1}{4}$	Road turns NE. and proceeds along ridge, falling gradually.
28 $\frac{1}{2}$	Road crosses railway and enters Maritsa valley.
30	Bank of Maritsa , up which road turns.
30 $\frac{1}{2}$	Join main road to Philippopolis (Route 61 at mile 21 $\frac{1}{2}$) and turn SE. over bridge.
31 $\frac{1}{4}$	Mustafa Pasha .

ROUTE 7

(GUMULJINA)—PAPASKÖI—HEBIBCHEVO, 39 $\frac{3}{4}$ miles

Like Route 6, this is a route involving the crossing of the Arda, which might be fordable under suitable conditions.

miles	
0	From mile 46 $\frac{1}{4}$ (1 $\frac{1}{2}$ mile beyond Papasköi) on Gumuljina-Adrianople road (see Route 5) the route follows the Mustafa Pasha track (Route 6).
11 $\frac{1}{2}$	Alt. 2,296 ft. $\frac{1}{4}$ mile to N. Track leaves the Mustafa Pasha route, which proceeds NNE., and branches NW. along ridge.
31 $\frac{1}{4}$	Chair .

miles

5½

Yukari Meneke. Track turns sharply W.

6½

Ashagi Meneke. Track turns N. across hills.

8½

Baliya. Track descends valley of a small stream.

10½

Arda river. Track turns W. ascending spur.

11¼

Yedikler. ? Ford at this point, or at **Mahmudli**, 1¼ mile W. Track on farther bank runs NE. for ¾ mile, then N. up side valley.

13¾

Topolovo.

16¾

Dzhuzhno (Kadiköi).

20

Indzhili (Tonkovo). Gold mine 1 mile N. Track becomes a road.

Branch road runs N. to **Knyas Borisovo** (Karashli), 5 miles, thence ENE. to **Leshnikovo** (Pandakli), 13 miles.

Road runs ENE. along N. slopes of **Besh Tepe Dagh.**

25½

Sorgunlii (Verbovo).

28½

Kozluja (Oryashets). Road proceeds ENE.

29¾

Alt. 764 ft.

31¼

Branch roads (i) NW. to **Leshnikovo** (Pandakli), 5 miles; (ii) SE. to **Malo Gradishte** (Alvandere), 3 miles.

Road continues NE. down valley of affluent of Maritsa, and becomes a track after 1½ mile.

35¾

Lozen (Dinikli). Here road leaves valley, climbing hills obliquely NE., then descends into Maritsa valley.

39¼

Cross railway.

39¾

Hebibchevo (Lyubimets), alt. 240 ft.

ROUTE 8

GUMULJINA—KIRJALI, $45\frac{1}{4}$ milesWITH BRANCH TO KUSHIKAVAK, AND EXTENSION TO
MUSTAFA PASHA

This route follows the Adrianople road for $15\frac{1}{4}$ miles : see Route 5, where a general description of this section is given. The road was being remade for military purposes in 1908. Its method of reconstruction was excellent, being the work of Italian engineers. The road is now fit for motor transport throughout, and, since the completion of the Kirjali-Haskovo road (see Route 9), the two form a very important military route between southern and central Bulgaria, parallel to that between Xanthi and Philippopolis (Routes 13, 14, 15).

miles

- | | |
|-----------------|---|
| 0 | Gumuljina , alt. 200 ft. |
| $15\frac{1}{4}$ | Road diverges NW. from Adrianople road (Route 5). |
| 17 | Road turns N. along the slopes on the E. side of the valley of the Ayisi Dere . |
| 21 | Road crosses a tributary of the Ayisi and climbs a spur, turning NW. and then N. with a general N. direction along the slopes of the hills overlooking the valley of the Sugudlu Chai from the E. |
| $22\frac{1}{2}$ | $\frac{1}{4}$ mile W. of this point the Ayisi flows into the Sugudlu Chai, a shallow, muddy stream, easily fordable, which in rainy seasons becomes a torrent. |
| $31\frac{1}{2}$ | Aladin village. Road descends to the r. bank of the Sugudlu Chai, which here spreads over wide shingly bed, with fertile cultivated ground on each side (maize, barley, tobacco). |
| $36\frac{1}{4}$ | Mestanli (alt. 890 ft. ; pop. about 1,200 ; orchards). |

miles

A metalled road branches off SE. to Kushikavak on the Adrianople road (see Route 5 at mile 29½).

It starts up the valley of a tributary of the Sugudlu Chai.

miles

3 Road turns S.

7½ **Chakmaklar** village. Road turns ENE.

9¾ Alt. 1,745 ft.

12½ **Kyulfaler** village. Road skirts the crest of a wooded hill.

16½ Road descends into the valley of the **Burgas** and turns S. by E.

18¾ **Kushikavak**.

36½ Alt. 820 ft.

39 Road crosses the **Sugudlu Chai** by new iron girder bridge, 100 yards long, carried on two stone piers 45 ft. above river, which is here practically unfordable for carriages (October). It then ascends hills in a NNW. direction, after which it descends into the Arda valley.

43¾ New road diverges NNW. from old road, crosses **Arda** by new bridge, and reaches Kirjali down the l. bank of the river.

Old road crosses the Arda about 1½ mile farther on. River can be crossed in summer by ford (difficult and deep in October: ferry in winter) near remains of old bridge, which was washed away before 1907. Wide, stony bed; stony banks.

45¼ **Kirjali** (Kardzhali) on N. side of river, with 400 Turkish houses of mud and wood, in an open basin among hills, which command the town. It has two main streets and a mosque, Government offices, and a hospital with 150 beds. The barracks are (1907) S. of the town, and the magazine NE. The water-supply (chiefly from wells) is bad, and the river is contaminated. The Arda is here 400 yards broad,

miles

flowing over a bed of shingle. Its current runs in the summer at about 2 miles an hour. It is liable to sudden freshets, even in midsummer, after rain. The r. bank opposite the town is steep, the l. bank shelving.

For route N. to Haskovo see Route 9.

There is a good mule-track E., S. of the Arda to **Ortaköi**, via **Kojluc** and **Pokrivan**.

It is also reported (April 1916) that a new carriage-road exists between Kirjali and **Mustafa Pasha**. The direction which it follows is unknown.

ROUTE 9

KIRJALI—HASKOVO, 31½ miles

This important route through the Rhodope range, by which it is intended to carry the railway from Haskovo to Porto Lagos, was used by the Bulgarians for their occupation of the Arda valley and advance on Gumuljina, in 1912. It has since been reconstructed, and is now a chaussée, fit for motor transport, and reported to be carrying a regular motor service between Gumuljina and Haskovo. It is believed that the new road follows what is here described as the main route, which is supported by a report of May 1916; but in the absence of more precise information the details given below should be used with caution. The general direction of the road is NNE.

miles

0	Kirjali (Kardzhali). Road starts E., crosses small affluent of Arda, and ascends hills.
$\frac{3}{4}$	Turn NNE.
$1\frac{3}{4}$	Akbaralti .
$2\frac{3}{4}$	Isaklar . Road winds NW. round W. side of spur, and continues to ascend, rising above 2,000-ft. contour.
$3\frac{1}{2}$	Turn NE. along side of spur.
5	Ishikler .

miles

 $5\frac{3}{4}$

Descend NNE. towards valley of Perperek Dere.

 $8\frac{3}{4}$ Cross **Perperek Dere**.

From this point an alternative route to Haskovo ascends hills NE.

miles

 $1\frac{1}{4}$ **Duganjilar**. Turn NNW. round hill. $2\frac{3}{4}$

Akche Kairak. Main route may be rejoined $\frac{1}{2}$ mile farther NW. at mile $12\frac{1}{2}$. Hence track across hills NNE.

 $8\frac{1}{2}$ **Mandra** (formerly custom-house).

Track proceeds NE. descending to valley of Karashan Dere.

 $9\frac{1}{4}$

Cross **Karashan Dere**. Hence one track proceeds down valley to **Orlovo** (Musatli), 1 mile, whilst the more direct track ascends hills N. of valley, in NE. direction.

 $10\frac{3}{4}$

Track meets track from Orlovo (1 mile) at top of ridge. Descend N. to the **Olu Dere**, and cross it.

 $11\frac{3}{4}$

Voyodovo (Pashaköi), head of main road from Haskovo.

13

Alt. 771 ft.

 $13\frac{3}{4}$

Descend into Balikchi Dere valley.

 $14\frac{1}{2}$ Cross the **Balikchi Dere**. $17\frac{1}{2}$

Haskovo ($26\frac{1}{4}$ miles from Kirjali by this route).

Main route continues NW. for short distance up l. bank of Perperek Dere, and then up E. side of valley of small tributary.

 $10\frac{1}{2}$

Chakirlar. Road leaves valley and ascends hills obliquely N., winding much.

 $13\frac{3}{4}$

Reach summit of ridge (Karam Karalik Tepe, alt. about 1,500 ft.).

 $15\frac{1}{2}$

Aidurmush. Road turns W. by N., descending.

miles

- 17 **Shiroka Poliana** (Alan). Road descends NNW. to valley of small tributary of Olu Dere.
- 18 **Staroselo** (Eskiköi). Cross stream and ascend hills on opposite bank N., crossing spur, and again descending to stream.
- 19 $\frac{1}{4}$ Reach stream, and follow it to confluence with Olu Dere.
- 19 $\frac{3}{4}$ Cross **Olu Dere**. Ascend hills NW.
- 21 $\frac{1}{2}$ Turn ENE. along ridge.
Branch road WSW. to **Kolets** (Kazikli), 3 miles.
- 24 $\frac{1}{2}$ **Trakiyets** (Ėlekhla), on spur overlooking Olu Dere, $\frac{1}{4}$ mile SSE.
Road turns NNE., and after crossing a low spur descends into the valley of the **Balikchi Dere**.
- 26 Cross the **Balikchi Dere**, and ascend hills NE.
- 26 $\frac{3}{4}$ Alt. 944 ft. immediately N. of road. Descend slightly, and ascend second spur, along which road runs, overlooking the valley of a small affluent of the Olu Dere.
- 31 $\frac{1}{2}$ **Haskovo**, alt. about 650 ft.

ROUTE 10

PORTO LAGOS—XANTHI, 15 miles

This was at one time a good chaussée, which fell into disrepair, but has been remade and widened by the Bulgarians (July 1916). For the last 7 miles into Xanthi it passes through flat, sandy country with woods on either side.

miles

- 0 **Porto Lagos**.¹
Road starts in W. direction.

¹ NOTE.—It is reported that a road for wheeled traffic has been made up the heights which stand W. of Porto Lagos to gun positions in the neighbourhood of the village of **Bulustra**, 12 miles W. of Porto Lagos, alt. 1,316 ft., and that this road has been carried down farther to the coast S. of the above village.

miles

- | | |
|-----------------|---|
| 3 | Turn NW. |
| $5\frac{1}{2}$ | Chepel Orman W. of road. |
| 6 | Aidin Obasi W. of road. |
| $8\frac{3}{4}$ | Tracks reported fit for wheeled traffic :
(i) W. to Yeniye Karasu ($2\frac{1}{4}$ miles).
(ii) ENE. across marshy country (good in summer, bad in winter) at the head of Lake Buru, through Kuru Kebir (3 miles) to Yalli ($8\frac{1}{2}$ miles) and the Xanthi-Gumuljina road and railway. (See Route 11 at mile 12.)
(iii) SE. to Gereviz on Lake Buru, 4 miles. |
| 13 | Another track SSE. to Yeniye Karasu, &c. |
| $14\frac{3}{4}$ | Railway crosses road on outskirts of Xanthi. |
| 15 | Xanthi , alt. 285 ft. |

ROUTE 11

XANTHI—GUMULJINA, 27 miles

This is the direct route, following the Salonica-Dedeagach railway. It is a good unmetalled road, but rough, needing repair in places (April 1916), along the foot of the hills across a stony clay country. The streams from the N. are unbridged, but are fordable except when in flood. The road is fit for wheeled traffic, but hardly for motor transport. A report of Sept. 1916 states that this road is believed to be metalled now.

miles

- | | |
|----------------|--|
| 0 | Xanthi . Road runs E., crossing railway just outside the town and following it a short distance to the S. According to a report of April 1916 there is a good road N. of the railway, by Sakarkaya to Yalli . |
| $2\frac{1}{2}$ | Cross railway. |
| 9 | Cross railway, 1 mile E. of Kiziljaköi station. Follow railway closely on S. |
| 12 | Cross railway to N. side near Yalli . |

miles

Track from Porto Lagos—Xanthi road (see Route 10 at mile $8\frac{3}{4}$) enters from WSW.

14 $\frac{1}{2}$ Alternative road crosses railway and rejoins at mile 17.

15 $\frac{3}{4}$ **Yazi Köi.**

16 $\frac{1}{2}$ Cross railway.

17 Road crosses the **Kuru Chai.**

17 $\frac{3}{4}$ Cross railway at **Narli** village and station.

Branch track with easy gradients, suitable for hill carts, NNE. up the Kuru Chai via **Sarila** to **Shakhin**, 21 miles (report of May 1916): see Route 13 at mile 17.

From Sarila a good mule-track runs E. to **Bakcha** (see Route 13 under mile $35\frac{3}{4}$).

21 $\frac{3}{4}$ Cross railway.

23 Cross the **Ak Su.**

25 Cross railway.

26 Cross the **Boshbosh Dere** (bridge).

27 **Gumuljina**, alt. 200 ft.

ROUTE 12

KAVALLA—XANTHI, $32\frac{1}{2}$ miles

According to information of April 1916 this is a good new road. It is metalled to a width of 18 ft. for a few miles outside Kavalla, but the remainder of the Greek section (up to the Myesta) consists of a track or series of tracks, and is liable to become very bad in parts. The Bulgarian section, from the Myesta to Xanthi, is metalled throughout, and in good condition. The old road followed the branch road E. from mile 21. The new section from mile 21, W. of the Myesta to Injenez, and Okjilar bridge, was reported in November 1916. From mile 26 onwards the road is reported fit for motor transport. The Myesta at Kuch Otmanli is said to be crossed

by a wooden bridge liable to be broken in flood-time, though the maps show a stone bridge (see Map 3).

For the Kavalla-Myesta section of this route (which is within Greek territory) see *Handbook of Macedonia*, Roads and Tracks, Route 124.

miles

0

Kavalla.

18½

Road turns ENE.

19

Alternative road ESE. crossing the **Myesta** at mile $\frac{3}{4}$ to **Kurdhassanli**, 4 miles, whence N. to **Kuch Otmanli**, $6\frac{1}{2}$ miles, and the main road at mile $26\frac{1}{2}$, $9\frac{1}{2}$ miles. This road crosses the Myesta by a bridge, which was reported not to be complete in February 1917, at which time the section near the W. bank consisted of trestles only. The same report states that the large island shown in the Staff Maps, 1:250,000 and 1:200,000, as being W. of Kuch Otmanli does not exist.

21

Branch road E. crossing the Myesta by a stone bridge, to Kuch Otmanli and the alternative road from mile 19, $2\frac{1}{4}$ miles. This affords a slightly shorter route to mile $26\frac{1}{2}$ below (see Map 3).

23

Agalar. Track NNE. to **Injenez** (Indzhase), $\frac{3}{4}$ mile.

Road turns ENE. The section of road between here and mile $24\frac{1}{2}$ is commanded by a Bulgarian work at **Daudli**, on the l. side of the Myesta. (Report of July 1916.)

24½

Road crosses to E. bank of Myesta by bridge. This bridge has recently been widened.

Track NE. to **Okjilar** railway station, $\frac{1}{4}$ mile, and village, $1\frac{1}{2}$ mile.

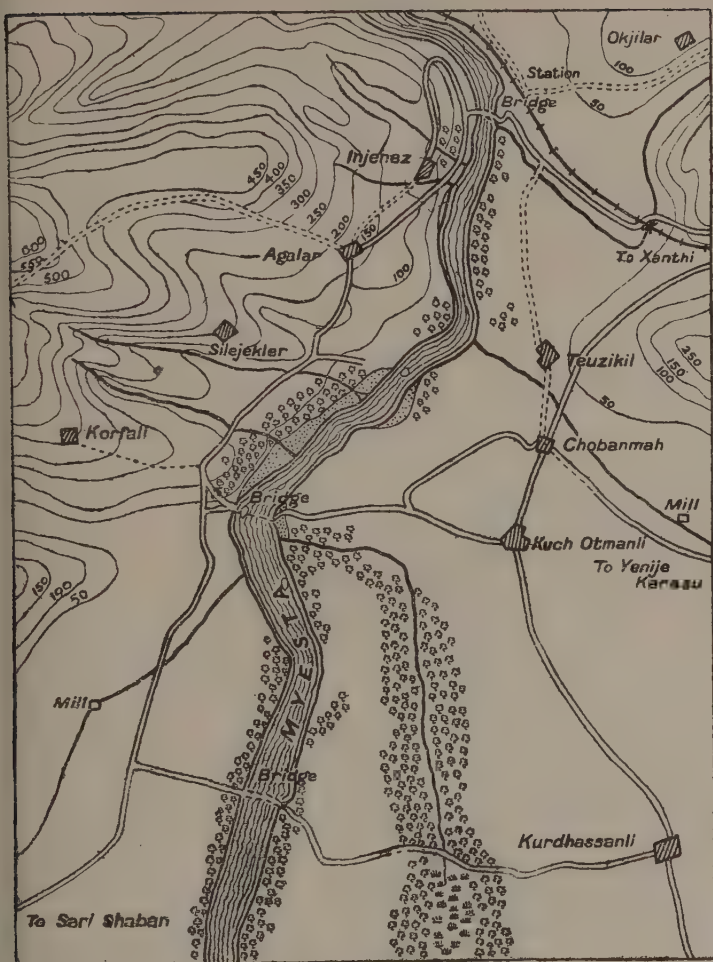
26½

Road turns SE. following railway.

Alternative road from mile 19 comes in from the SW.

A road reported fit for motor transport as far as **Okjilar** branches W. along N. side of the railway, and runs as follows :

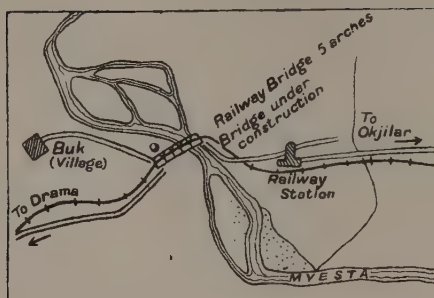
BRIDGES OVER LOWER MYESTA



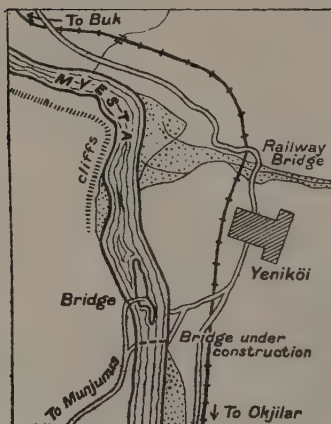
Scale 1:80,000

Miles 0 1 2 3 4

BUK BRIDGES



YENIKÖI BRIDGES



Scale 1:80,000

1 Mile



miles	miles	
	2	Okjilar railway station.
	3	Chakirlar. Road leaves the railway, and strikes NNW. across the hills.
	4½	Sarni.
	6	Ada.
	8	Kurular. Road turns W., and then N.
	11	Road crosses railway and proceeds up l. bank of the Myesta.
	12½	Yeniköi. Branch road W., crossing to r. bank of the Myesta by a new bridge (Nov. 1916), to Munjunus , 9 miles (see Map 5). Road continues up l. bank of the Myesta, and following the railway, to
	26½	Buk railway station. Bridge under construction (Nov. 1916) over an island to r. bank of Myesta, with road to Drama. This bridge is below the railway bridge (see Map 4), and is reported (Jan. 1917) to be completed.
32½		Xanthi (Eskije), alt. 285 ft.

ROUTE 13

XANTHI—PASHMAKLI, 47¾ miles

This road is a main line of communication throughout, and, in spite of its mountainous character, carries a regular motor traffic. Since the completion of the Pashmakli-Chepelare road (see Route 14) it has become an important route between central and southern Bulgaria. According to a report of July 1916 the road has been remade and widened. It was only 8 ft. wide, and liable to floods.

miles	
0	Xanthi (Eskije), alt. 285 ft. The road proceeds up the valley of the Eskije , leaving Xanthi in a NNW direction, and crossing the stream several times.

miles

3

Branch road (metalled) WNW. to **Kursta**, 6 miles, and thence via **Yazi Euren** by an uncertain route to **Ardabashi**, about 30 miles. For alternative route see under mile 7 below.

The section from Kursta to Yazi Euren was under construction (April 1916) and has probably been metalled by now. A report of August 1916 stated that the whole track to Ardabashi had been converted into a road, capable of taking heavy weights.

From Ardabashi a road runs NE. via **Toz Burun**, $4\frac{1}{2}$ miles; **Hasankovo**, $7\frac{1}{2}$ miles; **Pashmakli**, $14\frac{1}{2}$ miles. The road is a metalled chaussée, $9\frac{3}{4}$ ft. wide, from Toz Burun, at which point it takes a W. direction to Hasankovo. (Report of July 1916.)

7

Cross the **Yazi Euren** (bridge 100 ft. long), alt. 920 ft., and proceed up right bank of a tributary.

Branch track NW. up r. bank of Yazi Euren to **Ardabashi**. (Cp. under mile 3 above.) About 35 miles.

10

Mustefche, alt. 1,302 ft. Road crosses stream by bridge and proceeds up l. bank. The bridge is of wood, 49 ft. long, 13 ft. high, with bad approaches over a ravine (Jan. 1916). Another report says the bridge is single-arch, of stone.

11

Road leaves stream and ascends hills to the E. in a general NNE. direction with many zigzags. The pass is steep on both sides.

13 $\frac{1}{4}$

Summit of watershed. Road descends in zigzags into the valley of a tributary of the Kuru Chai with a general NE. direction.

17

Cross the **Kuru Chai** just above the point where the tributary joins it. The bridge is 65 ft. long. It is variously reported to be of wood, and of stone. **Shakhin** village on l. bank.

Track SE., down the Kuru Chai to **Narli** (Route 11 at mile 17 $\frac{3}{4}$).

miles

Branch road, metalled, 10 ft. wide, to **Deridere**, 18½ miles (May 1916). This road probably follows the Narli track to the **Kanli** bridge, and then branches N., following telegraph lines. From Deridere it is continued E. as a carriage-road to **Fatihlar**, 15 miles. The road as far as Deridere is reported to have 4 bridges of reinforced concrete (Aug. 1916). The 8th Bulgarian Division with artillery used the road in 1912.

22

Road turns NW. up the left bank of the Kuru Chai. **Elmala**. A report of July 1916 states that a metalled carriage-road has been constructed from Izmis (apparently near Elmala) W. to Yazı Euren.

A new metalled road has been constructed NE. to **Deridere**, 12 miles, via Ilija and Sariyer. It is reported to have been continued to Banya (? on the Gumuljina-Kirjali road, Route 8). (Report of July 1916.)

22½

Cross the **Kuru Chai**.

24¼

Recross to l. bank. Alt. 1,990 ft.

25¾

Alt. 2,300 ft. Ascend steeply.

26¾

Cross a ridge.

30½

Chankir Dere in the valley of the Ilije Dere.

33¼

Alt. about 2,600 ft.

35¾

Road crosses the **Arda** to **Buyuk Palas**. Stone bridge, 98 ft. long, 10 ft. wide, 3 arches (Jan. 1916).

Mule-tracks, suitable for hill carts :

(1) SSE. via Chankir Dere, Memkova, Bakcha (see Route 11 under mile 17¾) to **Ipdere**, about 35 miles (May 1916). (2) E. to Ipdere, about 28 miles, via Kara Boghaz, Urün Dere, Hassan Oghlu. (3) NE. to **Findijik**, about 8 miles. This is a mule-track, and near Findijik it joins a road from Kirjali to Pashmakli (see below under mile 45).

37¼

Branch road W. to **Ismilan**, 4½ miles, **Ardabashi**, 11 miles, **Trigrad**, about 33 miles. A branch from

miles

Ismilan NW. and W. to **Toz Burun**, 7 miles. A report of July 1916 states that these are tracks converted into good roads, 6–13 ft. wide, with steep gradients and sharp curves.

On the branch, from the main road to Ismilan, another branch diverges N., running through **Kosnitsa**, **Chokman**, to Pashmakli. It was reported (July 1916) to be $9\frac{3}{4}$ ft. wide, and metalled.

40 $\frac{3}{4}$

Road turns due W.

42 $\frac{3}{4}$

Fatova. Road turns NNW.

44 $\frac{3}{4}$

Road crosses the **Kara Dere**. Bridge (stone) 114 ft. long, 10 ft. wide, two arches.

45

Raikovo.

Branch routes :

(i) Branch road E. to **Adrianople** down the Kara Dere and Arda valleys. This road is reported (July 1916) to be a metalled chaussée, 11 ft. wide, to **Chatak**, 2 miles; to Findijik, 11 miles (see above under mile 35 $\frac{3}{4}$), and on to **Akbunar** bridge, 17 miles, it is reported to be a carriage-road (May 1916). Another report, however, states that it is simply a mule-track; from here to **Egridere**, 22 miles, and **Kirjali**, 38 miles, it is a mule-track. From Kirjali to Adrianople it is reported to be a good cart-road, with a solid bottom, fit for wheeled traffic at all seasons of the year. It probably crosses the Papasköi–Mustafa Pasha road near Silbikim (Route 6, miles 10 $\frac{3}{4}$, 11 $\frac{1}{4}$) and follows the N. bank of the Arda to Adrianople, or it can follow Route 6 for most of the way. The times given for the journey are as follows: from Chatak to Akbunar, 14 hrs.; Akbunar to Egridere, 3 hrs.; Egridere to Kirjali, 5 hours. It is reported (April 1916) that a road is being made to join Deridere (see above under mile 17) with the Pashmakli–Kirjali road at Hill 530, close to Akbunar bridge.

miles

From Chatak tracks lead N. over the Bukova range to Chepelare. One of these is possibly fit for wheeled traffic (see Route 14 (A) under mile $10\frac{1}{2}$).

(ii) A track branches N. to Chepelare (see Route 14 (C)).

Route turns due W.

47 $\frac{3}{4}$

Pashmakli (Pashmakla), alt. 3,313 ft., with about 320 Pomak and 120 Christian Bulgarian families. It is situated in a broad mountain valley, on the Kara Dere, a large tributary of the Arda, among meadows and cultivated land, backed on the W. by the steep wooded ridges of the Rhodope. There is an export trade to Xanthi in pine beams and planks, which are cut in the local saw-mills. There are large woollen-cloth mills in the neighbouring villages of Chatak and Raikovo.

For the continuation of the Xanthi–Pashmakli route northwards to Chepelare, Stanimaka, and Philippopolis see Routes 14 and 15.

For the road to Dovlen see Route 16.

There are rough cart-tracks down the Arda valley to **Egridere**, 17 hrs., and **Kirjali**, 25 hrs.

ROUTE 14

PASHMAKLI—CHEPELARE

A new chaussée, fit for motor transport, is reported to have been completed between these points, linking up the Xanthi–Pashmakli (Route 13) and Chepelare–Philippopolis (Route 15) chaussées. In the absence of exact information as to its course, the details here given should be used with caution. The road is described as ‘very good, largely faced with marble, but the turns on the steep hills are very sharp, and motor transport would have to be of the best and most powerful

kind' (Dec. 1915). According to a report of April 1916 only a few bridges had still to be completed.

ROUTE (A), 16½ miles

miles

0 **Pashmakli**, alt. 3,313 ft. Road starts in a N. direction.

This route is shown as a carriage-road on the Bulgarian map, 1914.

$\frac{3}{4}$ Road turns NE. across a tributary of the Kara Dere. It then ascends a ridge between streams in a general N. direction.

4 Road crosses a head-stream and proceeds E. across a ridge to a small valley.

$4\frac{1}{2}$ Route (C) joins this route.

$5\frac{1}{2}$ An alternative route from Pashmakli, which crosses the streams and ridges lower down, here joins the road. This route is a little longer and more winding than the one described.

6 **Lagoch** at the crossing of a small stream. Route turns in a general NW. direction and crosses a spur.

8 Reach the **Sulagi Dere** (alt. 3,683 ft.), and proceed up the valley.

$9\frac{1}{2}$ Road leaves the valley and ascends hills NW. in the same direction.

$10\frac{1}{2}$ Road crosses the **Bukova** range at an altitude of about 6,500 ft. The rise in the last mile is shown on the Bulgarian map as extremely steep.

A ridge track crosses the route. $1\frac{3}{4}$ mile SW. this track crosses Route (B) at mile $6\frac{1}{2}$ (see below). At mile $1\frac{1}{4}$ NE. it crosses a track from **Chatak** in the Kara Dere valley (see Route 13 under mile 45) to Chepelare, which converges on the route described in the Chepelarska valley (see mile $14\frac{1}{2}$ below), and at mile 3 crosses a similar route which is possibly fit for wheeled traffic.

miles

Road descends to the head of the **Chepelarska**.

11½ Route (B) joins the road, which now proceeds N. down the left bank of the Chepelarska.

14½ A track from **Chatak** enters from SE. (see under mile 10½ above).

15 Road ascends a ridge W. of the stream in a N. by W. direction, and descends to

16½ **Chepelare**. From here (i) the main road to Philipopolis (Route 15) proceeds N. (ii) A branch road runs SW. to **Shiroka Reka** (6 miles) where it joins the Pashmakli-Dovlen road (see Route 16 at mile 12¾).

ROUTE (B), 13½ miles

0 **Pashmakli**. This is the most direct route to Chepelare. It is shown on the Bulgarian maps as a bridle path. Route runs N. up the W. bank of a tributary of the Kara Dere.

2¼ Track bifurcates. The l. branch climbs in a N. direction, and rejoins the route (which in this section is possibly fit for wheeled traffic) at mile 5½ below.

3 Cross a stream and ascend the valley NNE.

4 At head of valley track turns NW., slightly descending, then skirting ridge.

5½ Alternative track rejoins (see mile 2¼ above). Track ascends again and winds.

6½ Route crosses the **Bukova** range, alt. about 6,700 ft.

A track branches NE. to cross Route (A) at mile 10½.

Route descends NNE.

7½ Road to **Dovlen** branches W. (see Route 16)

8½ Route joins Route (A) at mile 11½ above.

ROUTE (C), 18½ miles

miles

0	Pashmakli. Follow Xanthi road (Route 13) for 2¾ miles.
2¾	Raikovo (see Route 13 at mile 45). Leave Xanthi road in a N. direction. Track ascends ridge between two streams, with many windings.
6½	Track joins Route (A) at mile 4½.

ROUTE 15

CHEPELARE—PHILIPPPOPOLIS, 33¼ or 37¾ miles

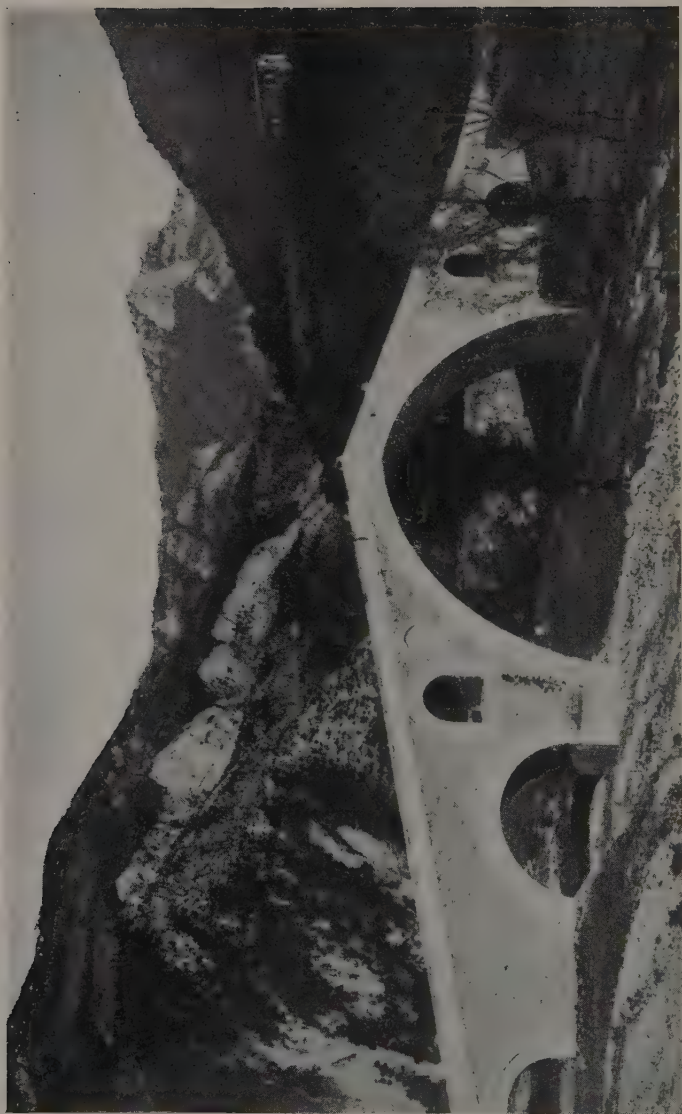
This is a chaussée, reported fit for motor transport throughout, and a continuation northwards of the important road from Xanthi via Pashmakli to Chepelare (Routes 13, 14). The mountainous district through which the Chepelarska ravine runs is inhabited mainly by Pomaks. This route was the scene of the retreat of the 2nd Turkish Army Corps when driven south by the Russians from the plain of Philippopolis in 1878. The road was made chiefly for military purposes, with the idea of its serving as an easy passage across the Rhodope chain S. of Philippopolis into the low-lying country of the valley of the upper Arda.

From Hvoina an alternative route (B), reported by a Greek officer to be fit for motors, leads down the valley of the Chepelarska to Stanimaka, and thence to Philippopolis. This route is longer but has less steep gradients (May 1916).

ROUTE (A)

miles

0	Chepelare , alt. 3,680 ft., a health-resort frequented by visitors from Philippopolis. General direction of road N., following valley of Chepelarska . Road follows l. bank of stream.
---	--



BRIDGE AT BACHKOVO

miles

- 3 **Bogutevo** on opposite side of valley, overlooking stream.
- 8 Road crosses the **Chukur Dere**.
- 11 **Hvoina**, alt. 2,231 ft. Road crosses a western tributary of the Chepelarska.
- The road now proceeds to climb out of the Chepelarska valley by a series of zigzags. Route B (below) continues along the valley.
- 16 **Bela Cherkva** monastery. Road descends in a N. direction.
- 23 **Yeniköi** 1 mile W. of road. Road continues to descend.
- 26 $\frac{1}{4}$ **Markovo** on the edge of the plain of Philippopolis.
- 28 $\frac{1}{4}$ **Komatevo**.
- 33 $\frac{1}{4}$ **Philippopolis**.

ROUTE (B)

- 0 **Chepelare**.
- 11 **Hvoina**. Continue along the Chepelarska valley.
- 12 $\frac{1}{2}$ Road and valley turn NE.
- 16 $\frac{3}{4}$ **Naryechen**.
- 18 Valley broadens somewhat. **Sushitsa** river enters from SSE.
- 21 $\frac{1}{2}$ Monastery of **Sveta Bogoroditsa**. Valley narrows.
- 22 $\frac{1}{2}$ **Bachkovo**. Road crosses to l. bank of **Stanimachitsa** (see Plate I). Valley broadens again.
- 26 $\frac{1}{2}$ **Stanimaka**.

Branch roads :

(i) SE. to **Dolni Arbanas** (8 miles) and **Topolovo** (10 $\frac{1}{2}$ miles, with continuation to Kirjali). The road is reported (April 1916) to be metalled as far as Topolovo, and under construction, but probably fit for field artillery and limbered wagons, as far as Kirjali.

From Dolni Arbanas a road leads E. and NE. to **Lenovo** (5 $\frac{1}{2}$ miles) and **Bregovo** (11 miles). From Lenovo a road leads NNE. to **Delbok Izvor** (6 $\frac{1}{2}$ miles)

miles

and Bregovo (11 miles) SE. From Delbok Izvor another road runs NE. to **Debr** (Dervent), 6 miles, on the Adrianople–Sofia road (Route 61 at mile $83\frac{1}{2}$).

(ii) N. across the plain, $6\frac{3}{4}$ miles, to **Katunitsa** (Stanimaka) station on the Sofia–Adrianople Railway.

(iii) NE. to **Papazli**, on the Adrianople–Philippopolis road. This is reported to be a carriage-road, fit for field artillery and limbered wagons.

Road to Philippopolis runs NNW. and is absolutely level and well made.

28 $\frac{3}{4}$

Alt. 659 ft.

31 $\frac{3}{4}$

Branch road SSW. to **Kuklen** ($2\frac{1}{2}$ miles) with a continuation to Philippopolis: this branch rejoins main route at mile $36\frac{1}{4}$ below.

33

Orta Han, alt. 538 ft. **Krumovo** 1 mile NE.

33 $\frac{3}{4}$

Marshy land E. of road.

35 $\frac{3}{4}$

Road crosses railway, and follows it closely.

36 $\frac{1}{4}$

Branch road from Kuklen (see mile $31\frac{3}{4}$) enters from S.

37 $\frac{3}{4}$

Philippopolis. Alt. 528 ft. (at railway station).

ROUTE 16

PASHMAKLI—DOVLEN, $23\frac{1}{2}$ miles

This is a newly completed chaussée, reported fit for motor transport, linking up the Xanthi–Pashmakli–Chepelare–Philippopolis road (Routes 13, 14, 15) with the Nevrokop–Dospad Han–Batak–Peshtera–Tatar Bazarjik (or Philippopolis) and the Nevrokop–Dospad–Dovlen roads (Routes 21, 20, 23, 22). On the map a bridle path only is shown, so details here given should be used with caution.

miles

0

Pashmakli, alt. 3,313 ft. This road follows in a N. direction the Pashmakli–Chepelare route for $7\frac{1}{2}$ miles (see Route 14 (B)).

miles.	
7½	The road diverges W. from the Pashmakli-Chepelare route.
8	Road descends into upper valley of the Lija , which it follows most of the way to Dovlen.
12¾	Shiroka Reka. Branch road from Chepelare (6 miles) enters from NNE. (see Route 14 (A) at mile 16½ (ii)).
13½	Vyerbovo , 1 mile N. of road.
16¾	Breza , 1¼ mile N. of road.
18	Road diverges from the Lija (here called the Shiroka Reka), and runs along hills to N. of valley.
19¼	Beden.
21¾	Road returns to r. bank of the Shiroka Reka.
22¾	Alt. 2,281 ft.
23½	Dovlen. For Dovlen-Dospad road see Route 21.

ROUTE 17

DRAMA—DOSPAD, 44¾ miles

This is a rough mule-track only from beyond Mukrosh (11 miles from Drama) to Barutin (41½ miles), where it joins the Nevrokop-Dospad-Dovlen road (Route 21).

For the section of this road from Drama to the Bulgarian frontier see *Handbook of Macedonia*, Roads and Tracks, Route 123, miles 0-38.

miles	
0	Drama.
38	Cross frontier into Bulgaria.
39¼	Alt. 4,028 ft. Track gradually descends to the Dospad valley.
41½	Cross the Dospad to Barutin , alt. 3,117 ft. Pomak village. Flour and saw mills. Track enters Nevrokop-Dospad-Dovlen road (see Route 21 at mile 21½).
44¾	Dospad , alt. 3,831 ft.

ROUTE 18

DRAMA—NEVROKOP, $44\frac{1}{2}$ miles

This is the main route entering Bulgaria by the Myesta valley. According to a report of March 1916 the route from Drama to Nevrokop is practicable in good weather for field artillery and motors. In 1908 massive stone bridges were being built. The section between miles $10\frac{1}{2}$ and $19\frac{1}{4}$ is reported by another authority to be in bad condition. Otherwise the road is fit for motor transport.

A report of June 1916 states that a new road was being made from about mile 27 on this road (two miles N. of Zernovo), to run E. of the main road, through Mahaletsi, Petritsa, Petralit, to Sengirti, 13 miles. It was completed to Petritsa. It was being continued to Nevrokop, with a strong wooden bridge, 13 ft. wide, over the Liaska.

For the section of this road from Drama to the Bulgarian frontier see *Handbook of Macedonia, Roads and Tracks*, Route 122, miles 22–54.

miles

0 **Drama.**

32 Cross watershed and frontier. Road descends, skirting hill to r.

33 Alternative road NNE. via **Petralit**, to Nevrokop, reported (March 1916) to be fit for all arms.35 $\frac{1}{2}$ Alt. 1,936 ft. at the crossing of the **Mutnitsa** river. Road runs NNW. round hills to l.37 $\frac{1}{2}$ **Sadovo**, at foot of widening in Myesta valley.

Branch road E. and then NE. to **Sengirti**, $11\frac{1}{2}$ mile, **Slashten**, $9\frac{1}{2}$ miles, **Barutin**, 22 miles, on the Drama-Dospad road (see Route 21 at mile $21\frac{1}{2}$). The whole of the route was reported in July 1916 to be under construction. The section Sadovo–Sengirti was already finished as a carriage-road. A bridge across the Myesta was being constructed at Sengirti.

miles	
	Road proceeds along hill-side on W. of valley.
40	Koprivlen , alt. 1,885 ft.
43 $\frac{1}{4}$	Road to Dospad Han, Batak, and Peshtera branches E. (see Route 20 at mile 1 $\frac{1}{4}$).
44 $\frac{1}{2}$	Nevrokop , alt. 1,853 ft.

ROUTE 19

SERES—KARAKÖI—NEVROKOP, 42 miles

This is the first section of an unfinished chaussée over the hills from Seres to Nevrokop. In May 1916 the bridges were still only under construction. It is described as a rough chaussée for 13 miles. From that point it becomes a mountain track suitable for horse transport only. For alternative route to Lyalovo from Marnopole see Route 27.

For the section Seres—Karaköi see *Handbook of Macedonia*, Roads and Tracks, Route 100, miles 0–25.

miles	
0	Seres .
25	Karaköi , alt. 2,631 ft., on headwaters of Lisa, with mines. Track proceeds N. by E. over low watershed and frontier.
28 $\frac{1}{2}$	Crest of ridge, alt. 2,339 ft. : track descends into Mutnitsa valley ; then crosses another low ridge NNE.
31	Track from Marnopole (Route 27 at mile 23) enters from WSW.
32	Alt. 2,067 ft. Track ascends valley NNE.
35	Lyalovo , alt. 2,559 ft.
36 $\frac{1}{2}$	Track crosses ridge, and descends into valley of tributary of Myesta.
40 $\frac{1}{2}$	Musomishta .
42	Nevrokop , alt. 1,853 ft.

ROUTE 20

NEVROKOP—DOSPAD HAN—BATAK—PESHTERA,
57 miles

This route is reported to have been recently reconstructed as a military road, $9\frac{3}{4}$ ft. wide, fit for heavy artillery and for light motor transport. The section between mile $24\frac{3}{4}$ and $33\frac{1}{2}$ may still be only a track; and the best route from Dospad Han would be to take the alternative road via Dospad (see Route 21 at mile $24\frac{3}{4}$, and under this mile, branch road (ii)). The details given are taken from maps in which it is marked only as a track, and should, therefore, be used with caution. If it has been reconstructed, the road would provide a valuable line of communication, roughly parallel to the Nevrokop-Yakoruda-Banya road (see Route 25) between the Myesta and Maritsa valleys.

miles

- | | |
|-----------------|---|
| 0 | Nevrokop , alt. 1,853 ft. Leave by Drama road. |
| $1\frac{1}{4}$ | Route leaves the Drama road (see Route 18 at mile $43\frac{1}{4}$) and strikes E., following an affluent of the Myesta, on which Nevrokop stands. |
| $4\frac{1}{2}$ | Cross the Myesta (which here divides into two arms enclosing an island) by two bridges $\frac{1}{4}$ mile SE. of confluence. Alt. 1,696 ft. Road turns NE. |
| 6 | Cross stream and ascend over ridge into valley of Alliye (Diran). |
| $7\frac{1}{4}$ | Alt. 2,112 ft. Cross stream (bridge) and ascend hills E. |
| 8 | Dobren . Road proceeds NE. and winds round spur to E. |
| $9\frac{1}{4}$ | Krushevo , alt. 3,480 ft. Road turns NNE. following slopes of hills above r. bank of Bistritsa. |
| $10\frac{1}{2}$ | Alt. 3,399 ft. |
| $11\frac{3}{4}$ | Dolyan , alt. 3,379 ft. Road turns E. with general downward tendency. |

miles

- 13 Cross affluent of Bistritsa.
 13 $\frac{3}{4}$ Cross **Bistritsa** and ascend hills to E.
 14 $\frac{1}{2}$ Summit of ridge, alt. 3,422 ft. Road descends.
 15 **Satovitsa**, alt. 3,281 ft.
 15 $\frac{3}{4}$ Dospad-Dovlen road (Route 21) diverges ESE.
 Route takes general NNE. direction.
 16 Cross stream. Road ascends.
 17 $\frac{1}{2}$ Road bifurcates.

Alternative track branches NE. At mile $\frac{3}{4}$ it crosses head of small stream and ascends a ridge. At mile 1 $\frac{3}{4}$ it crosses a second stream and another ridge into valley of the **Ponikova**. At mile 2 reaches stream. **Bichakji** village $\frac{1}{4}$ mile E. on ridge. Track turns up the valley of the stream for $\frac{3}{4}$ mile and then ascends the hills to the W. in NW. direction, rejoining main road in 3 $\frac{1}{4}$ miles at mile 20 $\frac{1}{4}$ below.

- Route continues NNE., ascending rapidly.
 19 $\frac{1}{2}$ **Karaul Chairjik**, alt. 4,997 ft. Road turns NE., still ascending.
 20 $\frac{1}{4}$ Alternative track from mile 17 $\frac{1}{2}$ rejoins.
 20 $\frac{1}{2}$ Alt. 5,164 ft. Road begins to descend into valley of the Dospad.
 21 $\frac{3}{4}$ Alt. 4,997 ft.
 23 $\frac{1}{4}$ Alt. 4,049 ft.
 24 Road crosses **Dospad** river by a bridge.
 24 $\frac{3}{4}$ **Dospad Han**, alt. 3,931 ft.

A branch road reported fit for motor transport leads SSE. down the Dospad valley to **Dospad**, 6 miles (see Route 21 at mile 24 $\frac{3}{4}$).

Route ascends hills to N. of river in zigzags in general NNE. direction.

- 25 $\frac{3}{4}$ Top of ridge. Road descends into small valley.
 26 $\frac{1}{2}$ Cross stream and again ascend.

miles

- 27 $\frac{1}{4}$ Alt. 5,207 ft. Road crosses ridge and descends to valley of the Pazarli Dere.
- 28 $\frac{1}{2}$ Cross **Pazarli Dere**, alt. 5,115 ft. Road now takes NNW. direction up valley of small stream.
- 29 Cross stream, alt. 5,161 ft., and climb hills to N. of stream.
- 30 $\frac{3}{4}$ Summit of **Dospad** pass. Road turns NNE.
- 33 $\frac{1}{2}$ Road crosses the **Kriva Reka** and follows its valley.
- 34 $\frac{3}{4}$ Road turns NW. up another stream.
- 35 $\frac{1}{4}$ Cross stream. Road turns NNE.
- 35 $\frac{3}{4}$ Cross another stream and proceed up small side valley.
- 36 $\frac{1}{2}$ Road turns N. and ascends hills following a ridge.
- 40 $\frac{1}{4}$ **Semer Alan**, alt. 6,306 ft., $\frac{1}{4}$ mile to NW.
Road begins to descend along ridge between two streams.
- 45 Branch road, reported fit for motor transport, runs NW. across the hills to **Rakitovo**, 6 miles, and to the Nevrokop-Banya-Tatar Bazarjik road, 11 $\frac{1}{2}$ miles (see Route 25 under mile 65).
Route turns SE. and then NE. into valley of the **Stara Batashka**.
- 46 $\frac{1}{2}$ **Batak** village, scene of massacre in 1876.
- 48 $\frac{3}{4}$ Cross to E. bank of stream.
- 51 $\frac{1}{2}$ Recross to W. bank.
- 53 Road runs E. by S. for 1 mile.
- 54 Recross to E. bank and turn NE.
- 57 **Peshtera**, alt. about 1,230 ft.

ROUTE 21

NEVROKOP—DOSPAD—DOVLEN, $44\frac{1}{2}$ miles

This is a newly constructed military road, reported as $9\frac{3}{4}$ ft. wide, with a good surface, and capable of carrying motor transport. The route is marked in the maps as a track only as far as Barutin, $2\frac{1}{2}$ miles short of Dospad, from which point it becomes a road. In the absence of more precise information it seems probable that the route here described is followed by the new road. But the details given for the Nevrokop-Barutin section should be used with caution.

miles

- | | |
|-----------------|--|
| 0 | Nevrokop , alt. 1,853 ft. The route follows the Nevrokop-Dospad Han-Batak route (see Route 20, miles 0- $15\frac{3}{4}$). |
| $15\frac{3}{4}$ | Route diverges ESE. from Route 20. |
| $16\frac{3}{4}$ | Kochen , on the Dzhidzhovo stream. Road now proceeds ENE. |
| $17\frac{1}{2}$ | Alternative track climbs NE. to Maruleva (1 mile), then crosses a wide spur to Osina ($3\frac{1}{2}$ miles), whence it turns SE. and regains the main track at Lyubche ($4\frac{1}{2}$ miles).
Road crosses spur lower down in E. by N. direction. |
| $19\frac{3}{4}$ | Cross Ponikova stream. |
| $20\frac{1}{4}$ | Lyubche . Alternative track rejoins from NW. Main road crosses another small spur SE. to |
| $21\frac{1}{2}$ | Barutin , alt. 3,117 ft. Track from Drama enters from S. (see Route 17 at mile $41\frac{1}{2}$).
For road under construction to Sadovo see Route 18 under mile $37\frac{1}{2}$. |
| 24 | Cross the Dospad and ascend hills E. of river. |
| $24\frac{3}{4}$ | Dospad , alt. 3,831 ft., 200 Pomak houses. Well-wooded country (pines) NE. |

miles

Branch roads :

(i) To **Dospad Han** on Nevrokop-Batak road (see Route 20 at mile $24\frac{3}{4}$) there is reported to be a new military road, fit for motor traffic, running in a general NNW. direction up the Dospad valley (6 miles).

(ii) To the Batak road (Route 20), via **Topchali**, 5 miles, **Halajiklak**, 7 miles, and **Tash Bogaz**, 12 miles. This is reported to be a first-class carriage-road, with easy gradients, good curves, and strong culverts.

From Dospad road runs E. across a series of ridges.

26 $\frac{1}{2}$ **Kasimitsa**, S. of track.

28 $\frac{1}{2}$ Road turns N. up small valley.

29 $\frac{3}{4}$ Road turns E.

31 Alt. 4,319 ft. immediately S. of road. General direction NE., winding and undulating road, over easy hills with scattered patches of pine-forest, grass-land, and cultivation.

34 **Karabulak**, Pomak village, with telegraph.

42 Road zigzags down to the **Domuz Dere**.

44 $\frac{1}{4}$ **Dovlen**, Pomak village, with telegraph to Tamrash, Nevrokop, and Pashmakli. Formerly Turkish frontier station with barracks, hospital, and transport stables.

For new military road to Pashmakli see Route 16.

1 mile E. of Dovlen the Domuz Dere and Lija unite to form the river Krichima. Alt. 2,282 ft. From this point there are tracks leading N. across mountains to Peshtera, Bratsigovo, and Krichim, whence roads lead to Tatar Bazarjik and Philippopolis (see Routes 23, 22).

ROUTE 22

PESHTERA—PHILIPPOPOLIS, 26½ miles

This is a chaussée, reported as fit for motor transport throughout, and a continuation of the Nevrokop-Batak-Peshtera road (see Route 20).

miles

- | | |
|-----|---|
| 0 | Peshtera. Road follows NE. direction, and crosses spur. |
| 2 | Cross Stara Peshterska , called Vacha lower down, and follow valley down r. bank. |
| 3¾ | Branch roads : (i) SE. across hills to Bratsigovo (2¾ miles); (ii) N. by W. across Peshterska and hills to Alikochovo (4 miles) and Beshikarovo (8 miles) on Peshtera-Tatar Bazarjik road (Route 23 at mile 9½). |
| 5¼ | Byega. Valley widens. There is some rice cultivation. |
| 8¼ | Aidinovo. Road crosses stream. Branch road S. by W. to Kozarsko (2 miles). River turns SE. : main road continues across plain. |
| 9½ | Road begins to ascend spur running S. to river. |
| 10 | Summit of ridge : road begins to descend. |
| 11½ | Novoselo , on l. bank of Vacha (Stara Peshterska). Cross river. |
| 12 | A branch road NNE. along r. bank of river to Krichim (Kirichin) station on Sofia-Adrianople railway (2 miles). |
| 13¼ | Another branch road SSW. up Krichima valley to Krichim (6 miles).
Route traverses marshy country. |
| 15½ | Another branch road WNW. to Krichim station (2½ miles). |
| 16½ | Cross the Krichima . |
| 17 | Kara Tair NW. of road. A branch road SSW. to |

miles

- Pistusha** and **Perushtitsa** (5 miles) ; main road follows **Krichima** valley.
- 19 Cross railway at **Kadiyevo**. Road turns E. down **Maritsa** valley through swampy country (rice-fields).
- 26½ **Philippopolis**, alt. 528 ft. at railway station.

ROUTE 23

PESHTERA—TATAR BAZARJIK, 12 miles

This is reported to be a chaussée fit for motor transport throughout ; but the information is uncertain (March 1916). The Bulgarian 1 : 40,000 map (1907) marks it as a first-class chaussée. The route runs in a general N. direction. For the road from Nevrokop via Batak, of which this is a northern continuation, see Route 20.

miles

- 0 **Peshtera**. Ascend hills on N. bank of **Stara Peshterska**.
- 2½ Alt. 1,798 ft. Road begins to descend into shallow valley.
- 3¾ **Radilovo**. Road again ascends a short distance, then begins to descend.
- 7½ **Kochagovo** to W. of road. Road turns NNE.
- 9½ **Beshikarovo**.
- Branch roads : (i) SSE. to **Alikochovo** (3¾ miles) and **Bratsigovo** (see Route 22 at mile 3¾) ; (ii) SW. to **Ajilare** (1½ mile).
- Road enters **Maritsa** valley.
- 10½ Road crosses railway. **Tatar Bazarjik** station immediately E. Alt. 669 ft.
- 11¾ Route joins road from Samokov (see Route 40 at mile 45½).
- Bridge over **Maritsa** on outskirts of town.
- 12 **Tatar Bazarjik**.

ROUTE 24

NEVROKOP—RAZLOG—JUMA'-I-BALA, 62 miles

This road is reported (June 1916) to have been reconstructed. The section Nevrokop—Dobrinishte, being part of a new chaussée from Nevrokop via Yakoruda to Banya and Tatar Bazarjik (see Route 25), is reported to be in good condition, and fit for motor transport and heavy artillery. The section Dobrinishte—Juma'-i-Bala is described as a good new road, fit for wheeled traffic and F.A. : it is a 12-hour drive (January 1916). The route is important, giving a third line of advance (parallel to those up the Vardar and Struma valleys) from N. Greece into Bulgaria. The time given for the journey from Razlog to Juma is 10–12 hours.

For the Seres—Nevrokop road, of which this is a northward continuation, see Route 19.

The details given below, being taken from maps in which the route is represented as a track only, should be used with caution.

miles

0	Nevrokop , alt. 1,853 ft. Road leads NNE. towards the head of the small plain in which Nevrokop is situated.
1 $\frac{3}{4}$	Alt. 1,754 ft. Road turns N. by W.
3	Foot of Myesta gorge, the W. bank of which the road follows, rising gradually.
4 $\frac{1}{4}$	Tsiropole Han , alt. 1,857 ft.
5	Gorni Tsiropole on opposite bank of river. Many springs by road for about 2 $\frac{1}{4}$ miles in this section of route.
6 $\frac{3}{4}$	Tsiropole Kalesi .
8	Atesh spring.
11 $\frac{3}{4}$	Kremen Han , alt. 2,149 ft. Kremen village 1 $\frac{1}{2}$ mile NW.
13	Bridge over Kremen stream. Alt. 2,218 ft.

miles

14 Branch track by bridge over Myesta to **Filipovo**,
 1¼ mile SSE.

An alternative track here diverges NW. to **Obidim** (3 miles), and then runs along the side of the hills W. of the Myesta in a general NNW. direction to **Dobrinishte** (8 miles).

17¼ Alt. 2,349 ft.

20¼ **Lushin Han**, alt. 2,385 ft. Road turns sharply
 l. up a side valley.

23½ **Dobrinishte**, alt. 2,865 ft.

There is an alternative route, very hilly, but reported fit for wheeled traffic, from Nevrokop to Dobrinishte, over the hills on the W. bank of the Myesta valley. It leaves Nevrokop in a N. direction, and then proceeds in a general NNW. direction by **Kornitsa** (6 miles), **Bryeznitsa** (7½ miles), and **Haremi** (18 miles), reaching Dobrinishte in 22½ miles.

From Dobrinishte the main road to Yakoruda (see Route 25) proceeds NNW., while the present route turns first WSW., and then crosses the hills in a general NW. direction to

27½ **Bansko** on the r. bank of the Istok.

Road proceeds NNE. 1¼ mile (towards Banya), then NNW. across river **Istok** to

31½ **Razlog** (Mehomia), alt. 2,713 ft., at the confluence of several streams with the Rablovo, and in the W. corner of the fan-shaped head of the Myesta valley.

A track runs NE. and N. to the head of the Byelitsa valley, crosses the old frontier at **Demir Kapu**, and reaches **Samokov** by way of the Byeli Isker valley, about 32 miles. This is the shortest route from the Myesta valley to the plain of Samokov and the plain of Sofia. In the Balkan War in 1913 the Bulgarians

miles

brought six battalions of infantry with mountain artillery by this route.

Road continues 4 miles in W. by S. direction up r. bank of **Rablovo**, then turns N. crossing to l. bank, then W. by N. climbing to the watershed at the head of the valley.

39 **Pryedel Han**, alt. about 3,280 ft.

From this point the road turns N. for 2 miles, descending into the valley of the **Kara Ali**, a tributary of the Oseno, which it follows.

47½ At the confluence of the Kara Ali and **Oseno** the road bifurcates.

An alternative road continues in a WSW. direction down the Oseno valley till it reaches its confluence with the Struma opposite **Simitlii** at mile 5. From this point there is a track up the l. bank of the Struma joining the main Demir Hisar-Juma'-i-Bala road at the bridge 3 miles N. of Simitlii (see Route 26 at mile 74½).

Route turns N. up a ridge between two small tributaries of the Oseno.

52½ The road crosses the ridge of **Arisvanitsa**, alt. 4,520 ft., and turns in a general WNW. direction down a spur between two small tributaries of the Struma, till it reaches the foot-hills above Juma'-i-Bala.

62 **Juma'-i-Bala**, alt. 1,342 ft.

ROUTE 25

NEVROKOP—DOBRINISHTÉ—YAKORUDA—BANYA
—TATAR BAZARJIK, 90 $\frac{3}{4}$ miles

There is some doubt about the quality of this road as far as Banya. According to a report of April 1916 the road appears to be unmetalled, 9 $\frac{3}{4}$ ft. wide, to this point, and from there an excellent metalled chaussée as far as Tatar Bazarjik. It provides an important means of communication between the Myesta and Maritsa valleys, and a third line of advance, parallel to those up the Vardar and Struma valleys, from N. Greece into Bulgaria.

For the Seres-Nevrokop road, of which this is a continuation northwards, see Route 19.

miles	
0	Nevrokop , alt. 1,853 ft. To Dobrinishte (23 $\frac{1}{2}$ miles) the road is the same as that described under Route 24.
23 $\frac{1}{2}$	From Dobrinishte the road proceeds in a general NNW. direction, climbing the hills W. of the upper Myesta valley.
26	Summit of ridge, alt. 2,988 ft. : road descends into valley of Konushitsa , which flows N. into the Rablovo.
28 $\frac{1}{2}$	Banya , alt. 2,673 ft. Road turns NNE.
29 $\frac{1}{2}$	Cross the Rablovo , alt. 2,522 ft. Road winds along foot-hills NW. of the confluence of the Izvor with the Myesta.
33 $\frac{1}{2}$	Alt. 2,559 ft. Road bends SSE., then follows up W. bank of Myesta N. by E.
35 $\frac{1}{2}$	Alt. 2,643 ft. Dagoniya on farther bank of Myesta, which is here close to road.
38 $\frac{1}{2}$	Cross to E. bank of Myesta, and follow it closely NNE. Alt. 2,753 ft.
42	Yakoruda , alt. 3,015 ft.
43	Recross to W. bank.

miles

45½

Recross to E. bank, alt. 3,202 ft. Road turns ESE., crosses a tributary of the Myesta, and ascends the valley of the **Drashtanitsa** first ESE., then in a general E. direction.

52½

Road crosses watershed between Myesta and Maritsa valleys ½ mile S. of **Avramova Kula**, alt. about 4,000 ft., and descends E. by S. into the upper valley of the **Yablonitsa**, which it follows closely to **Banya**.

There is a branch road, NNE., following the Yudenitsa valley, to **Gara Belyovo**, about 15 miles. This is described in a report of May 1916 as a carriage-road.

59½

Road turns ENE.

62

Banya (Chepinska).

Road continues in N. direction.

63½

Lözhené. A road branches N. by W. to **Kamenitsa**, 1¼ mile. Main road turns ENE. crossing a valley.

64½

Cross the **Mutnitsa**.

65

A road fit for motor transport branches E. by S. across the valley. At mile 2 it crosses the Mutnitsa, and turning SE. skirts the hills to the S. At mile 5½ it passes **Rakitovo**, and crosses a range of hills. At mile 8 it reaches a valley which it crosses, and at mile 11½ it joins the Nevrokop-Peshtera road (see Route 20 at mile 45).

Route continues E. by N., ascending the hills obliquely.

68

Road turns in a general N. direction and ascends the W. slopes of the **Kashnitsa** hill in zigzags.

70½

Summit. Road now begins to descend, and after several zigzags reaches the valley of a tributary of the Elli Dere, down the l. bank of which it proceeds.

73¼

Cross the **Elli Dere** just above its confluence with the tributary mentioned above. Between here and mile 79½ the road crosses the Elli Dere very frequently

miles

by wooden bridges. The gorge of the Elli Dere, which separates the mountain ridges of Alabak (W.) and Karkaija (E.), is very deep, with precipitous sides. In many places the roadway has had to be cut out of the rock (see Plate II).

73½ Road turns NE. down the l. bank of the Elli Dere.

75¼ **Edrinski Han.**

78 Cross to r. bank of Elli Dere.

79 Recross to l. bank.

79½ Mouth of valley.

A road branches NW. to **Karvara** (Varvara), 1 mile ; it then proceeds N. ; at mile 3¼ it crosses the Samokov-Tatar Bazarjik road (see Route 40 at mile 35¾), and at 4½ miles reaches **Sarambey** railway station.

Route continues NE., crossing the Elli Dere, which here flows N. by E.

80¼ **Elli Dere** village E. of road.

82¾ **Lözhene.** Road joins the Samokov-Tatar Bazarjik road (see Route 40 at mile 37¾), along which the route proceeds to

90¾ **Tatar Bazarjik.**

ROUTE 26

SERES—DEMIR HISAR—JUMA'-I-BALA, 83¼ miles

This is one of the principal strategical routes, providing a line of entrance into Bulgaria via the Struma valley from the Salonica-Dedeagach railway at Demir Hisar. The light railway from Juma'-i-Bala was reported (Jan. 1917) to have been constructed as far as Rupel.

From Seres to Demir Hisar is a good chaussée (according to report of March 1916) through open cultivated country. The



THE GORGE OF THE ELLI DERE

soil is of hard clay and stony, providing good going in all weathers.

From Demir Hisar to Juma'-i-Bala is a chaussée, the greater part of which, from the Karasu bridge (where the road from Petrich comes in) to Juma'-i-Bala, has been lately repaired, and is in very good condition (Jan. 1916). From Petrich to the Kryesna defile the alternative road on the right bank of the river is narrow, but good, fit for two-wheeled traffic. The road is vulnerable at many points in the Kryesna defile. The Struma is fordable only in a very few places (see p. 141), and in the upper reaches its current is swift.

For the section Seres-Demir Hisar see *Handbook of Macedonia*, Roads and Tracks, Route 98, miles 0-18 $\frac{3}{4}$.

miles

0

Seres.

18 $\frac{3}{4}$

Demir Hisar railway station with special military facilities (see section on *Railways*) close SW. of road. **Pulyovo** 1 mile NE.

20

Road reaches lower end of **Rupel** pass at the point where the railway crosses the Struma (alt. 180 ft.), and hills on E. give positions commanding the approach up river from W. and SW. (defended by the Bulgarians against the Greeks after retreat from Doiran, 1913).

Branch tracks :

(i) Up the W. bank of the Struma for 10 miles, where it joins the road from Strumitsa and Petrich (Route 32, alternative) and crosses the Karasu bridge at 10 $\frac{1}{2}$ miles to rejoin the route at mile 31 below.

(ii) To **Doiran** (see *Handbook of Macedonia*, Route 95 at mile 39), W. by S.

Road follows l. bank of Struma N. beneath heights which are closer to the river on this bank than on the other.

23

Rupel.

miles

24 Alt. about 213 ft. The valley widens.

28 $\frac{1}{4}$ The road crosses the **Bistritsa**, a tributary of the Struma, by a stone bridge. Greek-Bulgarian frontier.28 $\frac{1}{2}$ **Kula**. Hence road bends NNW. and farther from river.31 According to the Greek official map, 1914, a road branches SW. across the river by Karasu bridge (stone or iron) to Petrich (7 $\frac{3}{4}$ miles) and Strumitsa. (See Route 32.) From Petrich a road reported to have been made fit for motor transport runs NNE., crosses the Strumitsa (3 miles), and runs up the W. bank of the Struma, close to the river and main road throughout, as far as the Kryesna bridge (see mile 60 $\frac{1}{2}$ below) for a distance of 26 miles. 4 miles S. of Kryesna bridge this road is crossed by a road from Bresnitsa and Pehchevo (see Route 35 at mile 16 $\frac{3}{4}$).A road branches in a general direction first N., and later ENE. to **Nevrokop** (see Route 28).33 **Marnopole**. $\frac{3}{4}$ mile N. is Marekostinovo village.A report of June 1916 states that a new road, fit for field artillery, has been made from here NNE. to **Melnik**, about 7 miles.Road crosses a spur N. to valley of **Melnishka** (tributary of the Struma), crosses stream, and ascends hills to N., diverging from river.

34 According to the Bulgarian map (1914) the branch road already mentioned under mile 31 above leaves the route at this point (see Route 32).

35 $\frac{1}{2}$ Road turns NNW., and returns towards river.37 $\frac{3}{4}$ **Livunovo**. The light railway from Juma'-i-Bala passes this village. Trains reported (Jan. 1917) running to Marnopole.40 $\frac{1}{4}$ Cross the **Gogovitsa** river (stone bridge). **Lyesh-nitsa** 1 $\frac{1}{2}$ mile NNE. up valley. Road returns to Struma

miles

valley, and crosses a series of broad cultivated ridges with intervening affluents of the Struma, viz. Bistritsa (stone bridge, mile $42\frac{1}{4}$), Gyumendzha (wooden bridge, mile 45).

48 **Han Byelitsa.**

49 $\frac{1}{2}$ Cross the **Gogovachka** river (wooden bridge).

51 Cross the **Saz Dere** (stone bridge).

55 $\frac{1}{4}$ **Han Gradeshnitsa.** The road approaches the **Kryesna Derbend** (pass), scene of the Greek advance in 1913.

56 $\frac{1}{4}$ **Salih Aga.** A road branches NW. across the river (large wooden bridge) and leads W. to **Pehchevo** (see Route 35).

56 $\frac{1}{2}$ Cross the **Kirkitsa** stream.

It is reported that from **Yeniköi**, $\frac{3}{4}$ mile up this stream, a road turns N. across the hills ($2\frac{3}{4}$ miles) by a winding course passing between the villages of **Vakanov** ($7\frac{1}{2}$ miles) and **Mechkul** ($8\frac{1}{4}$ miles) and rejoining the main road in $9\frac{1}{2}$ miles (see mile 64) after crossing the Struma by a strong wooden bridge of one 60-foot span (1905). This appears to be a disused stretch of the main road.

58 Road turns NE. away from river, and winds up the side valley of the **Sheitan Dere**, $1\frac{1}{4}$ mile, then crosses stream by a wooden bridge, and returns W. 1 mile, winding back to main valley.

60 $\frac{1}{2}$ Road crosses the Struma by the **Kryesna** bridge to W. bank, and continues up the valley, entering the steepest part of the gorge. The gorge is nearly 7 miles long. The river and steep heights are to E. of the road, wooded hills to W. A flanking movement is possible against an army which holds the defile. Alternative road from **Petrich** (see mile 31 above) enters from S.

64 Alternative track mentioned under mile 56 $\frac{1}{2}$ above is said to enter from SE. Road continues along a narrow

miles

- gorge bordered by steep cliffs, following the stream closely at a height of 30–50 feet above it, on steep rocky slopes covered with brushwood. The light railway from Juma'-i-Bala runs through the defile.
- 67 $\frac{1}{4}$ **Krupnik.** End of gorge.
- 68 Bridge over **Sushitsa.** Alt. 902 ft. Road passes NNW. over more open and level valley to
- 71 $\frac{1}{2}$ **Simitlii**, commanded by hills to NW. and SW.
- 74 $\frac{1}{2}$ Road recrosses to l. bank of Struma. Alt. 1,129 ft. Track, from the Nevrokop–Juma'-i-Bala road (see Route 24 under mile 47 $\frac{1}{2}$) enters from SSE. Road ascends another gorge, following the windings of the river.
- 80 $\frac{1}{4}$ **Karasuköi.** N. end of gorge: the valley broadens. Road leaves the river and turns N.
- 83 $\frac{1}{4}$ **Juma'-i-Bala**, alt. 1,342 ft.

ROUTE 27

MARNOPOLÉ—LYALOVO, 29 miles

This track is reported fit for wheeled traffic and field artillery, and forms a line of communication between the Struma and Myesta valleys, continuing the line of the Strumitsa–Petrich road eastwards, roughly parallel to the road via Melnik (Route 28). Four miles S. of Lyalovo it joins the Seres–Nevrokop road (Route 19).

miles

- 0 From the junction of the Seres–Juma'-i-Bala and Petrich–Juma'-i-Bala roads (see Route 26, miles 31 and 34), $\frac{3}{4}$ mile NE. of Karasu bridge and 2 miles SSE. of **Marnopole**, the track runs N.
- 1 **Dolnya Spancha** (Spanchevo). Track turns E.
- 2 $\frac{1}{4}$ **Viraniya.** Track turns NE.

miles	
4	Katuntsi. Track crosses valley of tributary of Struma, and turns E. up valley of the Goleshevo.
6	Kalimantsi. Track climbs a spur ESE.
9	Yanovo.
10 $\frac{1}{4}$	Petrovo, with iron mine. Track crosses a col ENE., then turns ESE.
12	Goleshevo S. of track.
16 $\frac{1}{2}$	Track, still ascending ESE., reaches watershed (alt. about 4,000 ft.) and descends, turning to ENE.
19 $\frac{1}{2}$	Paril.
21 $\frac{1}{2}$	Gaitaninovo.
23	Track enters Seres-Nevrokop road (Route 19 at mile 31) 1 mile SE. of Leki.
27	Lyalovo, alt. 2,559 ft.

ROUTE 28

KARASU BRIDGE—MELNIK—NEVROKOP, 32 $\frac{1}{4}$ miles

This road has recently been remade, large numbers of Serbian prisoners being employed on the work, and is reported as capable of bearing any weight (January 1916). It is an important route, as providing a line of communication between the Struma and Myesta valleys. The details given below, being taken from maps in which the route is represented as a track only, should be used with caution.

miles	
0	This road diverges N. from the Demir Hisar-Juma'-i-Bala road, opposite the entrance of the chaussée from Petrich (see Route 26 at miles 31 and 34), $\frac{3}{4}$ mile ENE. of Karasu bridge.
1	Dolnya Spancha (Spanchevo). Road turns N. by W.
3 $\frac{1}{2}$	Road joins another track from Juma'-i-Bala road, and turns E. by N.
4	Kapatovo.

miles

5 $\frac{1}{4}$

Road turns N.

6 $\frac{1}{2}$ **Zevzili**, alt. 804 ft.

9

Melnik, alt. 1,214 ft.

According to information of March 1916 a good mule-track leads from here to Razlog via Lake Papa.

10 $\frac{1}{2}$

Road turns ESE.

11 $\frac{3}{4}$

Lebovishte. Road crosses several spurs in E. by S. direction.

14 $\frac{3}{4}$

Gornya Spanchà, alt. 1,001 ft. Road climbs ENE. up the ridge between the Bistritsa and Dobrolaka valleys.

16

Alt. 2,156 ft.

18 $\frac{1}{2}$

Alt. 2,792 ft. Branch track NE. to **Perin**, 1 $\frac{1}{4}$ mile, with mines.

20 $\frac{1}{4}$

Alt. 3,645 ft. Well. Road winds round hill-side N. of Dobrolaka valley.

22 $\frac{1}{2}$

Alt. 4,541 ft.

24

Head of Dobrolaka valley, and watershed, alt. 4,718 ft.

An alternative track from this point leads ENE. to **Ola Kulbeleri** (1 $\frac{1}{4}$ mile), SE. to **Aktoprak** (3 $\frac{1}{4}$ miles), and thence NE. to an alt. of 5,856 ft. (5 $\frac{1}{2}$ miles), and descends steeply in the same direction to **Nevrokop** (8 miles).

28 $\frac{1}{4}$

Road descends by a small steep valley NNE. by **Dagh Chiftlik**. Road turns E.

31 $\frac{1}{2}$ **Nevrokop**, alt. 1,853 ft.

ROUTE 29

KRYESNA DEFILE—RAZLOG, 20 miles

This is only a mountain route, reaching an altitude of over 6,560 ft., but it has, like the Melnik-Nevrokop route, some importance as a link between the Struma and Myesta valleys.

There are several tracks from the Struma valley at the lower end of the Kryesna defile, leading up the Kirkitsa and Sheitan Dere valleys. These tracks unite a little south of **Hustava**. The track then climbs ENE. to **Keshish Mandra**, and crosses the watershed, alt. over 6,560 ft. It then descends NE. into the Rakovitsa valley, which it follows to **Razlog**, about 20 miles from the road up the Struma valley (see Route 26).

ROUTE 30

DOIRAN—PETRICH, 42 miles

A fair cart-road for 8 miles, and thereafter a fairly good track, which might be of considerable importance as an alternative to this section of the Salonica-Seres line.

miles	
0	Doiran . Road follows Doiran-Salonica road round S. side of lake.
1 $\frac{1}{4}$	Leave Salonica road and follow road to Doiran station.
1 $\frac{3}{4}$	Cross Greco-Serbian frontier.
2 $\frac{1}{2}$	Doiran station. (For track from Kukush for Salonica , &c., see <i>Handbook of Macedonia</i> , Route 150 under mile 30 $\frac{1}{2}$, no. iv.)
	Road proceeds between railway and lake in general NE. direction.
4	Cross railway.
8	Branch track from Serakli , Kukush , &c. (see <i>Handbook of Macedonia</i> , Route 150).
10	Akinjali station, alt. 630 ft.
12 $\frac{1}{2}$	Cross railway.
13 $\frac{1}{4}$	Dova Tepe , alt. 892 ft. Highest point of road. <i>Han</i> . The pass or neck of Dova Tepe lies between the Krusa Balkan ridge (2,000–3,000 ft.) to S. and the Belashitsa Planina to N.

miles	
13 $\frac{3}{4}$	Cross railway and turn ESE. down the Butkovo valley.
14 $\frac{1}{2}$	Alternative road branches E., crosses railway at mile 2 $\frac{1}{2}$ (alt. 541 ft.), closely follows it to Poroi station (4 $\frac{1}{4}$ miles), crosses mountain track mentioned at mile 21 $\frac{1}{2}$ below, crosses railway (alt. 220 ft., 8 miles), and rejoins main route at Butkovo Juma (9 miles).
17 $\frac{1}{4}$	Branch track from Serakli, Kukush, &c. (see <i>Handbook of Macedonia</i> , Route 150).
18 $\frac{1}{4}$	Todarovo.
20 $\frac{3}{4}$	Radile. Road to Seres branches SE. (see <i>Handbook of Macedonia</i> , Route 97 at mile 34 $\frac{3}{4}$).
	Route now turns NNE., crossing the Butkovo.
21 $\frac{1}{2}$	Branch track runs N. across hills (Belashitsa Planina), to Gorni Poroi (3 miles, alt. 1,165 ft.), rising to nearly 4,000 ft. at mile 6 $\frac{1}{4}$, and descending into Strumitsa valley to Kamena (11 miles), where it joins the Strumitsa-Petrich-Karasu Bridge road (see Route 32, alternative).
42	Petrich.

ROUTE 31

SALONICA—DOIRAN—STRUMITSA, 69 $\frac{1}{2}$ miles

WITH BRANCHES TO AND FROM GÉVGELI

This route passes through Avret Hisar and Doiran. It traverses easy country, and, according to information, October 1915, is now a good route fit for motor transport.

From Salonica to Doiran see *Handbook of Macedonia*, Route 77, between miles 0 and 45.

miles	
0	Salonica.
45	Doiran (Polyani).
	On leaving Doiran, the Strumitsa road closely

miles

follows W. shore of Doiran lake. Parallel track at higher level.

47 $\frac{3}{4}$ Turning WNW. and leaving lake, road now leads over rough and hilly country.

50 $\frac{1}{4}$ **Gökcheli** village, N. Road now descends across swampy ground.

53 $\frac{1}{2}$ Spring. Hereabouts tracks from Gevgeli, Mirovča station, and Smokvica join.

The track from Gevgeli is reported (March 1916) as under repair, and in process of enlargement to a width of 20 ft. It runs as follows :

miles

0 **Gevgeli.** Route leads NE.

1 Bridge over **Vardar** river.

2 $\frac{1}{2}$ Cross a tributary of the Vardar.

Route goes NNE. for 1 $\frac{1}{2}$ mile ; then NE.

4 $\frac{1}{2}$ **Bogdanci.** Route enters hilly country.

8 **Furka.**

10 $\frac{3}{4}$ Join main route (as above).

Route leads NNW., following deeply trenched valley of stream running northwards into the **Boyimia**, a tributary of Vardar.

54 $\frac{1}{2}$ **Dedeli** on E. of road. A report of August 1916 states that a branch railway (standard gauge) has been constructed from **Strumitsa** station on the Üsküb-Salonica railway, to this point. It may since have been joined on to the Salonica-Dedeagach railway at Doiran station.

55 Branch track (under repair as continuation of route from Gevgeli; see above under mile 53 $\frac{1}{2}$) NW. to **Valandova**, 3 $\frac{1}{2}$ miles, crossing the Boyimia at mile 1 $\frac{1}{4}$.

56 Cross river **Boyimia** and continue N. up opposite flank of valley.

miles

57½

Rabrovo, alt. 436 ft. This village is situated at the foot of the range separating the Salonica plain from the Strumitsa valley.

From Rabrovo a road leads W., bifurcating at mile 5 : (i) WSW. to **Mirovča** station, $2\frac{3}{4}$ miles (ferry over the Vardar); (ii) NW. to **Strumitsa** station, 3 miles.

The road now makes a detour about $\frac{1}{2}$ mile E. of Rabrovo, then turns NNW., ascending a spur of the **Plaush Planina**, crosses head-waters of a tributary of the Boyimia, and ascends, turning from NE. to NNE.

61½

Col (about 1,350 ft.) dividing basin of the Vardar from that of the Struma. **Kosturino** village, $\frac{1}{4}$ mile E. of road.

Cross frontier from Serbia into Bulgaria.

The road now descends N. on the r. side of the **Trekanya** ravine, and crosses several streams NW.

66½

Popchevo.

Road climbs outlying spur of Belashitsa Planina.

67¾

Alt. 1,611 ft. Road descends with windings to

69½

Strumitsa. Railway station (see under mile 57½ above) is 20 miles distant by a fair cart-road. Vineyards. Surrounding country well cultivated.

Alternative routes from Doiran to Strumitsa valley

The only alternative routes through the Belashitsa mountains from the S. are steep and stony tracks, by which troops can only advance in single file. Nevertheless, in the Greek advance from Doiran in 1913, three divisions used hill-tracks E. of the route described above.

(i) The Fifth Division crossed by a track Tatarli

miles

(3 miles ESE. of Rabrovo)—Kayali—Ormanli—Kuklish (1½ mile E. of Strumitsa).

(ii) The Second Division crossed by a track Chalkali (4 miles ESE. of Rabrovo)—Dorol Oba (?)—Bansko (5 miles ESE. of Strumitsa).

(iii) The Fourth Division crossed still farther E. to Gabrovo (8 miles ESE. of Strumitsa).

The above tracks reach extreme altitudes of 2,750 ft., 3,488 ft., and 4,900 ft. respectively.

ROUTE 32

STRUMITSA—PETRICH—KARASU BRIDGE

This road is reported to be fit for motor transport, and is used for a regular automobile service between Strumitsa and Juma'-i-Bala (1916). It is a very important route, being the main line of communication from the SW. frontier of Bulgaria. A report of April 1916 mentions that the Bulgarians are constructing a track along a line just N. of the main route, thus in a sense doubling it.

miles

0

Strumitsa, alt. 860 ft. On the river of the same name, a tributary of the Struma.

The road starts in an E. direction.

2½

Dabilya. The road follows the l. bank of the Strumitsa.

10½

A road branches NW. to Radovishta (25 miles), crossing the Strumitsa-Pehchevo route at mile 10 (Route 34, under mile 5, ii).

13½

Yeniköi (Novoselo), alt. 843 ft. Road runs close to bank of river, gradually falling.

15¾

Alt. about 580 ft.

31¼

Road crosses river.

miles

34 $\frac{1}{4}$

Petrich, alt. 778 ft., at foot of hills at SE. extremity of Strumitsa valley, an important frontier station, at the head of a road up the Struma valley (see Route 26 under mile 31).

Maps are at variance as to the direction of the road beyond Petrich, and the position of the **Karasu** bridge. According to the Bulgarian map (1914), the road runs NE. 6 miles to the bridge, which crosses the Struma 1 mile below the point where the Strumitsa joins it. The Greek map (1914) places the bridge 5 $\frac{1}{2}$ miles below the point of junction with the Strumitsa, and the Austrian Staff map places it about 3 miles below the same point; these maps show the road running E. from Petrich.

Alternative Routes

There is an alternative track along the foot of the hills S. of the Strumitsa valley, all the way from Strumitsa to Petrich (32 $\frac{1}{4}$ miles), passing through a series of small villages. At Kamena (23 miles) this track is joined by one from Doiran (see Route 30 at mile 21 $\frac{1}{2}$).

From the Karasu bridge, a track down the r. bank of the Struma (see Route 26, branch track (i), under mile 20) can be followed to the railway bridge and ferry at the lower end of the Rupel pass.

ROUTE 33

ISHTIB—STRUMITSA, 39 miles

This route is reported fit for wheeled traffic, and a regular automobile service is maintained along it (April 1916). The most difficult part of the road is at the crossing of the watershed between the Struma and the Vardar rivers, where there are spurs from the Plashkovitsa Dagħ on the N. and other hills on the S.

For the section Ishtib–Radovishta see *Handbook of Macedonia*, Roads and Tracks, Route 79, miles 39–18½ (direction reverse of present route).

miles

0 **Ishtib.**
 20½ **Radovishta**, alt. 1,148 ft. There are two or more routes to Strumitsa, and there is no evidence to determine which of them is the best. One, keeping to the hills, on which most of the villages are situated, is given as an alternative. Another, given as the main route, keeps to the valley.

Main route starts SE. and follows down r. bank of **Stara** (Radovishta) River in general ESE. direction.

21½ Alternative track diverges S.
 28 Road turns SE., still parallel to Stara.
 31½ Road crosses frontier into Bulgaria.
 33½ Road turns S.
 36 **Gradoshur.**
 37 Alternative track comes in from NW.
 39 **Strumitsa.**

Alternative Track

Alternative track diverges S. from main track at mile 21½.

22½ Track crosses Stara.
 23½ **Voyslavtsi.** Track turns E.
 25¼ **Surdol.**
 27½ **Kalugeritsa.** Track turns ESE.
 29½ **Dukatino.** Track turns SE.
 30¾ **Radichevo.**
 31¼ Track crosses frontier into Bulgaria, and turns SSE.
 31¾ **Vladovtsi.** Track turns S.
 33½ **Edrenik.**
 35¾ **Angeltsi.**
 36¾ Track joins main track at mile 37.

ROUTE 34

STRUMITSA—PEHCHEVO—CAREVO

ROUTE (A), $54\frac{3}{4}$ miles

This road, according to the Bulgarian map of 1914, is a good carriage-road for $10\frac{1}{2}$ miles N. of Strumitsa, and again from $10\frac{1}{2}$ miles SW. of Pehchevo. The intervening section is a bad carriage-road. According to a report of March 1916 the section from Strumitsa to Cervnik is being superseded by a main road which is under construction and passes through Podaresht, Machovo, and Pehchevo. The road is to be carried on to Juma'-i-Bala through Gabrovo. The track from Pehchevo to Carevo is fit for carriage traffic.

miles

0	Strumitsa , alt. 860 ft. The road leaves the town at the N. end in a N. by E. direction.
$\frac{1}{2}$	Cross the Vodecha river.
3	Vasilyevo .
$3\frac{1}{4}$	Cross the Strumitsa river.
5	Cross roads, alt. about 1,050 ft.
Branch roads :	
(i) NW. to Radovishta (15 miles). At mile $8\frac{1}{2}$ along it a track branches NE. $\frac{3}{4}$ mile to Podaresht .	
(ii) SE. to Petrich , joining the Strumitsa-Petrich road (see Route 32 at mile $10\frac{1}{2}$) after 10 miles.	
6	Dobroshintsi , in the Novichanska valley. Road ascends the valley.
8	Cross frontier from Bulgaria into Serbia.
$10\frac{1}{2}$	Road leaves the valley and ascends Kushkollu mountain steeply in a NW. direction.
13	Alt. about 2,950 ft. Turn ENE. along a ridge.
$20\frac{1}{2}$	Alt. about 3,600 ft.

miles

A path branches W. and later turns SW. to **Podaresht** (about 14 miles) and the Strumitsa–Radovishta road mentioned under mile 5 (i) above. This may be the line of the new road (see note at head of route), but the rise in the last $1\frac{1}{2}$ mile is very steep according to the Bulgarian map. The contours on the map are approximate, and the Austrian map shows no such rapid rise.

Route turns E.

21 $\frac{1}{2}$

Route turns ENE. and descends.

25 $\frac{3}{4}$

Machovo.

26 $\frac{1}{4}$

Cross the **Bregalnica** by a bridge. Cross undulating country to

31

Pehchevo (Osmanie), alt. about 3,400 ft., in valley of the Pehchevska. Route joins Route (B) below at mile 29 $\frac{1}{4}$.

ROUTE (B), 53 miles

This is a rough mountain road, in part only fit for pack transport. It is reported (1916) to be in bad condition to Berovo, 6 $\frac{1}{2}$ miles short of Pehchevo; from that point onwards it is fit for wheeled traffic.

miles

0

Strumitsa, alt. 860 ft.

The route leaves the town in an E. direction, crossing the plain of Strumitsa, and in so doing crossing the Strumitsa and some of its affluents.

21 $\frac{1}{2}$

Dabilya. The route from here to Hamzali (mile 8 $\frac{3}{4}$) appears to be a cart-track.

4 $\frac{1}{2}$

Dragomir.

5 $\frac{1}{2}$

Petralich.

8 $\frac{3}{4}$

Hamzali. Here route reaches foot of Dragoneva mountains, and continues as a mule-track up a narrow valley to a pass between these mountains and the Ograzhden Planina.

miles

11 $\frac{3}{4}$

Ascent becomes very steep.

13 $\frac{3}{4}$

Military post at summit; alt. about 3,600 ft. Cross frontier from Bulgaria into Serbia. Route then crosses head of **Suha Laka** valley (alt. about 2,260 ft.) by steep descent and ascent.

16 $\frac{3}{4}$

Alt. about 3,600 ft. Descend to head of valley of a tributary of the Bregalnica.

18 $\frac{1}{2}$ **Shirina** l. of track.20 $\frac{1}{4}$

Cross **Bregalnica** and turn N. for 1 $\frac{1}{2}$ mile down r. bank. Route continues as cart-track, turning E. up l. bank of the **Berovska**, to

22 $\frac{3}{4}$

Berovo. Cross stream. The route leads N. and NE., undulating and crossing a steep spur of the **Malesh Planina** to

29 $\frac{1}{4}$

Pehchevo. Route joins Route (A) above. Road now turns NNW.

31

Negrevo village. Route ascends steeply near head of valley, and crosses divide separating it from valley of the Zelevica.

33 $\frac{1}{2}$

Summit, 4,757 ft. Descend to and follow r. bank of **Zelevica**.

38

Cervnik $\frac{1}{2}$ mile E.

44

Trabotivishte. The Zelevica joins the Bregalnica. Road turns NNW., and follows the **Bregalnica** downward (there appear to be a bridge here and tracks on both sides of the river). Following r. bank—

50

Stamer $\frac{1}{2}$ mile from river.52 $\frac{1}{4}$

Junction of r.-bank track with Ishtib-Juma'-i-Bala route (Route 36 at mile 48 $\frac{3}{4}$).

53

Carevo (Tsarevoselo). Junction of l.-bank track with Ishtib-Juma'-i-Bala route (Route 36).

ROUTE 35

PEHCHEVO—BRESNITSA

AND JUNCTION WITH SERES—JUMA'-I-BALA ROAD, 17 miles

This is an important route, giving access from the Vardar to the Struma valley at a point N. of the Strumitsa-Petrich line of communication. It is reported fit for wheeled traffic, but not for motor transport.

miles	
0	Pehchevo , alt. about 3,400 ft. The road leaves the town in an E. direction.
2 $\frac{1}{2}$	Road turns sharply N. by W.
4 $\frac{1}{2}$	Road turns back SE., then ENE.
6	Summit of pass, alt. about 5,400 ft.
7 $\frac{3}{4}$	Road crosses the Serbo-Bulgarian frontier and then turns SSE. into valley of the Soliste Dere , a tributary of the Struma.
9 $\frac{3}{4}$	Road turns E. and follows Soliste Dere on r. bank.
15 $\frac{3}{4}$	Bresnitsa . Road turns SE. to bank of the Struma.
16 $\frac{3}{4}$	Road crosses the road up W. bank of the Struma. (See Route 26 under mile 31.)
17	Road crosses the Struma by a bridge, and enters the main Seres-Juma'-i-Bala road. (See Route 26 at mile 56 $\frac{1}{4}$.)

ROUTE 36

ISHTIB—KOCHANA—CAREVO—JUMA'-I-BALA,

71 miles

This route is reported practicable for motors (March 1916).

For the section Ishtib-Kochana-Carevo see *Handbook of Macedonia*, Roads and Tracks, Route 89, miles 0-48.

miles

- 0 **Ishtib**, alt. 951 ft.
- 48 **Carevo** (Tsarevoselo), alt. 2,060 ft., on l. bank of river. Road here crosses river by bridge.
 Road to Nevestino (see Route 37).
 Track to Pehchevo by l. bank of the Bregalnica (see Route 34 (B), miles 53–29 $\frac{1}{4}$).
- 48 $\frac{3}{4}$ Track to Pehchevo by r. bank of the Bregalnica diverges r. and S. (see Route 34 (B) at mile 52 $\frac{1}{4}$).
 Main road now leaves river and traverses hilly country intersected by small streams.
- 50 $\frac{1}{2}$ **Zvigor**. Road now follows an affluent of the Bregalnica in NE. direction.
- 54 Cross high ridge of **Lukov Vrh** watershed between Bregalnica and Struma valleys. Cross frontier from Serbia into Bulgaria.
- 55 Alt. 4,255 ft. Steep descent SE., then NE., into valley of Klisura.
- 57 $\frac{3}{4}$ **Dogandzhi**. Road undulates, crossing spurs and tributaries of the Struma.
- 62 $\frac{1}{4}$ **Velyako** S. of road, and **Bednichka** N. Road descends to valley of the Struma.
- 64 Cross the **Lisiiska**, a tributary of the Struma. Road bends sharply N. following r. bank of river.
- 66 Road crosses **Struma** by bridge. In immediate vicinity, village of **Dolnya Mahala**. Road turns E., then SE.
- 67 Branch road l. and NE. to join (1 $\frac{1}{2}$ mile) main Juma'-i-Bala-Sofia road at **Barakovo** (Route 38, alternative under mile 4). **Belopolye** $\frac{1}{4}$ mile W.
 Road runs S. near l. bank of Struma.
- 69 $\frac{1}{2}$ **Gramada** village to S.
- 71 **Juma'-i-Bala** (Dzhumaya).
 The town is situated on the main road from Seres to Sofia via the Rupel pass. (See Routes 26, 38.)

ROUTE 37

CAREVO—NEVESTINO

AND JUNCTION WITH KUSTENDIL-DUPNITSA ROAD,
23 or 28½ miles

miles

0 **Carevo** (Tsarevoselo), alt. 2,060 ft. Road leads NNE. It crosses the **Bregalnica** by a bridge on outskirts of town and ascends hills. After a few miles it degenerates into a track.

2¾ **Stimivlja** W. of road.

4 Alt. 3,445 ft. Track begins to descend.

From here there are alternative routes (A) and (B).

ROUTE (A)

6 Track crosses Serbo-Bulgarian frontier and approximately follows it for more than ½ mile.

6¾ Alt. about 3,400 ft. Descend a small valley.

7¼ Cross a stream and proceed down the valley NE.

8 Recross stream and descend valley.

9 Enter valley of the **Rechitsa**.

9½ **Hanovet**. From this point for several miles the route runs due N., following very closely the course of the **Rechitsa**.

16¼ Another village called **Hanovet**, alt. about 1,800 ft., on the banks of the **Eleshnitsa**.

Cross the river. Track ascends steeply.

17½ **Kumbazeto**.

18 Alt. about 2,380 ft. Descend gradually.

19½ **Eremiya**, alt. about 1,800 ft., on a tributary of the **Eleshnitsa**.

The track now crosses a ridge to

22¾ **Nevestino**, alt. 1,540 ft.

23 Join the Kustendil-Dupnitsa road (see Route 45 at mile 7¼).

ROUTE (B)

An alternative ridge track, which might have to be used when the Rechitsa river is high.

miles	
7 $\frac{1}{2}$	Alt. 3,212 ft. Cross frontier into Bulgaria.
8 $\frac{3}{4}$	Cross stream.
9 $\frac{1}{2}$	Recross stream. Track turns NE. down valley.
10 $\frac{1}{4}$	Track leaves valley and ascends hills NW.
10 $\frac{3}{4}$	Track turns in NNE. direction, and descends to valley of stream, down which it runs.
12 $\frac{1}{2}$	Cross the Rechitsa , and ascend hills E. of valley.
13 $\frac{3}{4}$	Alt. 3,711 ft. Track turns NNE.
14 $\frac{1}{4}$	Bariltsi $\frac{1}{2}$ mile SE. Track runs along ridge between the Rechitsa and Kopriven.
16 $\frac{3}{4}$	Alt. 3,570 ft.
18	Gorni Semenchi E. of track.
19 $\frac{1}{4}$	Alt. 3,445 ft. Track turns N. and begins to descend.
24 $\frac{1}{4}$	Alt. 2,254 ft.
25 $\frac{1}{2}$	Track crosses the Eleshnitsa about 1 mile W. of its confluence with the Struma, and then turns NW.
28 $\frac{1}{2}$	Nevestino .

ROUTE 38

JUMA'-I-BALA—DUPNITSA—SOFIA, 57 $\frac{1}{2}$ miles

This route is the northward continuation of the two important roads from Seres and Nevrokop (Routes 26, 24) converging at Juma'-i-Bala, and affords the main line of advance upon Sofia from the south. It is a chaussée throughout, and is reported to be in good order and fit for motor transport. From Juma'-i-Bala to Barakovo there are two routes.

miles	
0	Juma'-i-Bala , alt. 1,342 ft. The main road leaves the town at its NW. corner and climbs over the Dobrava spur in a general NNW. direction.

miles

1½ Road descends into a small valley.

2 Cross stream and ascend a spur at farther side of valley.

2¾ Road descends N. slope of spur.

4 **Barakovo.**

Road is joined by alternative route from Juma'-i-Bala (reported fit for motor transport), which leaves Juma'-i-Bala on the W. side, alt. 1,302 ft. It runs WSW. along the foot of hills to the N. At mile 1½ it turns WNW. and approaches the Struma. At mile 3½ road turns N. and begins to ascend. At mile 4¼ a track branches NW. across the Struma by a bridge to Carevo (see Route 36 at mile 67). The road reaches Barakovo at mile 5¾ and rejoins the main road.

4¼ Road crosses the **Rilska** and proceeds N. by W. across a marshy plain containing many streams and rice fields.

5½ **Kocherinovo.**

A road branches NE. to Rila (4½ miles) and Samokov. (See Route 39.)

The road turns sharply W. by S. and ascends across a spur.

5¾ Alt. 1,463 ft. Road begins to descend.

6½ Road re-enters Struma valley and proceeds N. along the foot of hills which rise to E.

8 Road closely approaches river at foot of spur to E.

8¼ A branch road leads W. by S. across the **Struma**, (bridge), from which tracks radiate to villages on r. bank of river.

11¼ Road here bends N. by E. 1¼ mile SW. of this point is the confluence of the Dzhermen with the Struma. The road follows the valley of the former river.

miles

- 15 $\frac{3}{4}$ **Dzhermen** village $\frac{1}{2}$ mile E. of road.
- 18 $\frac{1}{2}$ **Saliyski Chiftlik**. A road branches W. to **Kustendil** (see Route 45 at mile 22).
- 19 $\frac{1}{2}$ **Dupnitsa**, a long straggling town on both banks of the Dzhermen.
- 20 $\frac{3}{4}$ A little way N. of the town a road branches in a direction first ESE. and later ENE. up the S. side of the valley of the Dzhermen along the lower hills. Passing through several small villages it joins the Dupnitsa-Samokov road 10 miles from Dupnitsa. (See Route 46, alternative under mile 0.)
- 21 The main road to Samokov (Route 46) branches ENE. up the N. bank of the Dzhermen.
Route turns NNW., crosses the **Topolnitsa**, and proceeds up its W. bank along the foot of hills to the SW.
- 24 $\frac{1}{4}$ Road turns N. Road climbs a spur between the Topolnitsa and a tributary.
- 26 Alt. about 2,230 ft. Road turns NNE., ascending the Dupnitsa pass.
- 28 $\frac{1}{2}$ Summit of pass, alt. about 2,330 ft.
- Kernol** village $\frac{1}{2}$ mile W. of road, with tracks NW. to **Musi Bey**, 2 $\frac{1}{2}$ miles, on branch road from Kustendil-Sofia road (Route 44 under mile 30 $\frac{1}{4}$).
- Road begins to descend.
- 31 Road turns N. by W.
- 33 **Gradinit** village $\frac{1}{3}$ mile E.
- 34 Road crosses the Radomir-Samokov road (see Route 47 at mile 10 $\frac{1}{2}$), alt. 2,335 ft. From this point the best route to Sofia is via Radomir, though it is more circuitous than the present route. See Routes 47 (miles 0-10 $\frac{1}{2}$) and 44 (mile 38 $\frac{3}{4}$ to end).
- 35 $\frac{1}{4}$ Road ascends steeply up hill-side and is poor in quality for $\frac{1}{2}$ mile.

miles	
36	Summit of rise, alt. about 2,800 ft.
36 $\frac{1}{4}$	Road descends again with several windings.
36 $\frac{3}{4}$	Road turns NNE. up a small valley.
38 $\frac{1}{2}$	A branch road leads N. to Tserkva (6 $\frac{3}{4}$ miles), and joins the Kustendil-Sofia road in 7 miles (see Route 44 at mile 50 $\frac{1}{4}$).
	Route descends NNE. into the Struma valley.
39	Road reaches Struma and proceeds down its l. bank.
40	Krapets village. Road crosses to r. bank of Struma and turns N.
41 $\frac{1}{4}$	Road ascends bank of river, which begins to turn W.
44	Road begins to descend wooded hill-side into valley of a tributary of the Struma.
46	Road crosses stream and turns NE.
47 $\frac{1}{4}$	Road passes under railway.
48	Dragichevo . Road joins the Gyueshevo-Kustendil-Sofia road (see Route 44 at mile 53 $\frac{3}{4}$) and proceeds along it to
57 $\frac{1}{2}$	Sofia .

ROUTE 39

KOCHERINOVO—RILA—SAMOKOV, 40 $\frac{3}{4}$ miles

As far as Rilski Monastir the route is a chaussée, fit for motor transport. Then it becomes a track to the pass over Popova Shapka (reaching the unusual height of over 8,000 ft.), whence another section of chaussée leads to Samokov. It is likely that an attempt will be made to complete this important route as a chaussée throughout, but it is not known whether this has yet been done.

miles	
0	Kocherinovo is a village (with tobacco cultivation) at mile 5 $\frac{1}{2}$ on the Juma'-i-Bala-Sofia road (see Route 38). The road runs in a straight line NE. along the foot of hills rising NW. of the Rilska valley.

miles

- 1 $\frac{1}{4}$ Alt. 1,387 ft.
- 1 $\frac{3}{4}$ A road branches SE. to **Stob** village (1 mile) on farther bank of stream.
- 4 Outskirts of **Rila**. A road branches WSW. and crosses hills NW. to **Smochevo** (3 $\frac{1}{2}$ miles).
- 4 $\frac{1}{2}$ **Rila**, alt. about 2,000 ft., pop. 2,654.
- 5 $\frac{1}{4}$ Road crosses to l. bank of the **Rilska** and turns E., following the stream closely to **Rilski Monastir** up a narrow valley, the slopes of which are covered with rich vegetation. The hills on either side are often of a sugar-loaf formation, rising to a height of more than 3,000 ft. There are small patches of cultivation in the immediate neighbourhood of the monasteries.
- 5 $\frac{3}{4}$ Road recrosses to r. bank.
- 7 Road crosses to l. bank.
- 9 Road recrosses to r. bank.
- 9 $\frac{1}{2}$ **Pastra**.
- 10 $\frac{3}{4}$ Alt. 2,736 ft.
- 15 Road and valley turn NE. The **Ilina** enters from ESE.
- 17 **Rilski Monastir**, the celebrated Rila monastery, the religious centre of Bulgaria, with church, tower, and other buildings, including an ancient armoury, also P.O. and telegraph station; much visited by tourists and pilgrims. Alt. 3,822 ft. From this point onwards the route becomes a track.
- 18 $\frac{1}{2}$ Monastery of **Sveti Luka** $\frac{1}{4}$ mile to N.
- 20 $\frac{1}{2}$ Track leaves the **Rilska**. Track winds up hills ENE.
- 22 **Yezero Suho**, small lake, S. of road.
- 23 $\frac{1}{2}$ Track crosses a marshy plateau SE. of the **Popova Shapka**, between two outlying spurs, and turns NNE. along the slopes of the **Popova Shapka**, still ascending.
- 24 $\frac{1}{4}$ Track again becomes a road and zigzags upwards in a general N. direction.
- 26 $\frac{3}{4}$ Summit of **Popova** pass, alt. 8,124 ft. Road descends

miles

in a general N. direction with many windings down a wooded spur.

33 **Govedartsi** on the r. bank of the **Cherni Isker**, which the road follows in a NE. direction.

35 Road crosses a tributary of the Cherni Isker.

35 $\frac{3}{4}$ Alt. 3,491 ft.

36 $\frac{1}{2}$ Branch road SE. to **Chamkoriya Banya** (7 miles) and then NE. to join the Samokov-Tatar Bazarjik road, 14 $\frac{1}{4}$ miles (see Route 40 at mile 10 $\frac{1}{2}$).

The Samokov road crosses to l. bank of Cherni Isker and proceeds in a N. direction.

37 $\frac{1}{2}$ The road leaves the hills and diverges from the river.

39 $\frac{1}{4}$ Alt. 3,169 ft.

40 $\frac{1}{2}$ Road joins the Dupnitsa-Samokov road (see Route 46 at mile 24 $\frac{1}{4}$). Cross the **Golem Isker** (bridge).

40 $\frac{3}{4}$ **Samokov**, alt. 3,054 ft.

From Samokov a road branches S. up a valley and then across the hills to Chamkoriya Banya (8 miles). (See branch road mentioned under mile 36 $\frac{1}{2}$ above.)

ROUTE 40

SAMOKOV—TATAR BAZARJIK, 45 $\frac{3}{4}$ miles

This is a first-class road, and a section of the important line of communication between the W. frontier of Bulgaria and the Maritsa valley, from Kustendil via Dupnitsa and Samokov to Tatar Bazarjik.

miles

0

Samokov, alt. 3,054 ft. The road starts in a NE. direction and climbs the hills on the r. bank of the Golem Isker (**Ihtimanski Planina**, the watershed between the Isker and Maritsa basins).

miles

- 2 $\frac{1}{2}$ Road crosses ridge (alt. 3,499 ft. $\frac{3}{4}$ mile N. of road), and turns ESE. and winds down into upper valley of the **Sinochnitsa**.
- 3 $\frac{3}{4}$ **Shipochane**. Road turns NNE., crosses the Sinochnitsa, and ascends another ridge in ENE. direction.
- 5 $\frac{3}{4}$ Summit of ridge, alt. 3,428 ft., $\frac{1}{2}$ mile N. of road, which now winds down the valley of a tributary of the Maritsa in a SE. direction.
- 10 $\frac{1}{2}$ Branch road S. to **Chamkoriya Banya**, 7 $\frac{1}{4}$ miles, **Bel Isker**, 13 $\frac{1}{4}$ miles, and Kocherinovo-Samokov road, 14 $\frac{1}{4}$ miles (see Route 39 at mile 36 $\frac{1}{2}$).
- 12 Road crosses **Maritsa**, here a small stream.
- 13 $\frac{1}{2}$ **Dolnya Banya**. Road follows down the r. bank of the Maritsa in E. direction, with low hills to S.
- 18 Branch road SSW. to **Kostenets** (3 miles).
- 18 $\frac{1}{2}$ **Banya Kostenets** station on Sofia-Adrianople railway. A track follows railway NE. and joins the Adrianople-Sofia road, 6 miles (see Route 61 at mile 157).
- 19 $\frac{1}{4}$ Road passes under railway and follows it closely on its NE. side in a SE. direction, running between it and the Maritsa.
- 22 Road crosses railway, and recrosses $\frac{1}{4}$ mile farther on.
- 23 $\frac{3}{4}$ Road recrosses railway.
- 24 $\frac{1}{2}$ **Sestrimo** station: village 2 $\frac{1}{2}$ miles S. by road.
- 25 $\frac{1}{2}$ Road twice crosses railway.
- 27 $\frac{1}{4}$ **Momina Klisura**. Road recrosses railway.
- 28 Road recrosses railway.
- 29 **Belyovo** station: village 1 $\frac{3}{4}$ mile SW. by track.
- 30 $\frac{1}{4}$ Road diverges gradually from railway, and enters marshy plain of Tatar Bazarjik.
- 35 $\frac{3}{4}$ Branch road N. to **Sarambey** station (1 $\frac{1}{4}$ mile) and S. to the Banya-Tatar Bazarjik road (see mile 37 $\frac{3}{4}$ below).
- 37 $\frac{1}{4}$ Cross **Elli Dere** (three branches).

miles

37 $\frac{3}{4}$

Lözhene. Nevrokop–Banya–Tatar Bazarjik road (see Route 25 at mile 82 $\frac{3}{4}$) enters from SW.

Road now runs through rice-fields all the way to Tatar Bazarjik.

40 $\frac{1}{2}$

Cross railway.

45 $\frac{1}{2}$

Road from Peshtera (see Route 23 at mile 11 $\frac{3}{4}$) enters from S.; 1 $\frac{1}{4}$ mile along this road is Tatar Bazarjik station.

Road crosses Maritsa by bridge.

45 $\frac{3}{4}$

Tatar Bazarjik.

ROUTE 41

SAMOKOV—IHTIMAN, 19 $\frac{3}{4}$ miles

This is a second-class road, reported fit for wheeled traffic.

miles

0

Samokov, alt. 3,054 ft. The road starts in a N. direction and runs between the foot of the hills and the r. bank of the Isker.

1 $\frac{3}{4}$

Dragushinovo.

3 $\frac{3}{4}$

Zlokuchane. The road turns NE., leaving the valley, and climbs up a spur of the hills.

4 $\frac{3}{4}$

Alt. 3,129 ft. immediately N. of road.

5 $\frac{3}{4}$

Road begins to descend wooded spur between two small streams in NNE. direction.

8 $\frac{1}{2}$

Road turns E. $\frac{3}{4}$ mile S. of **Chamurli**.

9 $\frac{1}{4}$

Branch road NW. to Chamurli (1 mile), thence W. to the Samokov–Sofia road in the Golem Isker valley, 3 $\frac{3}{4}$ miles (see Route 42 at mile 8 $\frac{1}{2}$).

Road again ascends.

11

Cross ridge of **Kara Bair** and begin to descend.

14 $\frac{3}{4}$

Road turns NE.

16 $\frac{3}{4}$

Zivkovo (Avliköi). Road turns E. by S.

miles

17 $\frac{3}{4}$

Road crosses Sofia-Adrianople railway.

19 $\frac{3}{4}$ **Ihtiman**, alt. 2,067 ft., on the Adrianople-Sofia road (see Route 61 at mile 161 $\frac{1}{4}$).

The station is 1 mile W. by S. of the town, and is reached by a road.

ROUTE 42

SAMOKOV—SOFIA, 35 miles

WITH BRANCH TO VAKAREL

This is a good metalled road throughout, and an important line of communication. It admits of fast motor traffic all the way. All the bridges are of stone and substantially built (1915).

miles

0

Samokov, alt. 3,054 ft. The town being situated on the r. bank of the Golem Isker, the road crosses the bridge over the river and immediately turns down its l. bank.3 $\frac{3}{4}$ A track branches WNW. to **Shirokidol** (1 $\frac{1}{4}$ mile) on the banks of the Palakariya.4 $\frac{1}{2}$

Alt. 2,822 ft.

Tracks branch W. to Shirokidol (1 $\frac{1}{4}$ mile) and E. to **Zlokuchane** (1 mile) on r. bank of the Golem Isker. There is no bridge on this latter track.

From this point northward the valley narrows gradually.

6 $\frac{1}{2}$

Road crosses the **Golem Isker** (four bridges; the river flows in a number of channels) and turns NNE. The river continues N. for 1 mile and then turns NE. The hills on both sides close in on the river.

miles

- 8 $\frac{1}{2}$ A road branches E. At mile 11 $\frac{1}{4}$ it bifurcates:
 (i) One branch turns N. to **Gorni Pasarel** (1 $\frac{3}{4}$ mile),
 whence after a detour to the SE. it turns NE., then
 N. and later ENE., and 5 miles from Gorni Pasarel
 it again bifurcates, one branch going N. to **Novi Han**
 (see Route 61 at mile 179), while the other runs
 across the hills to **Vakarel** station (12 $\frac{1}{4}$ miles) on the
 Adrianople–Sofia railway and road (Route 61 at
 mile 171 $\frac{1}{2}$). (ii) The other branch runs E. to **Chamurli**
 (1 $\frac{1}{2}$ mile), where it again bifurcates: (a) one branch
 running NNE. for 3 $\frac{1}{2}$ miles to join branch (i) 2 miles
 beyond Gorni Pasarel, and the other (b) SE. for
 1 mile to join the Samokov–Ihtiman road (see
 Route 41 at mile 9 $\frac{1}{4}$).
- 8 $\frac{3}{4}$ Road crosses again to r. bank of river and follows
 it closely.
- 9 $\frac{1}{4}$ **Kalkovo** (see Route 141 under mile 33 $\frac{1}{4}$). Road
 continues N. The valley broadens again.
- 11 **Gorni Pasarel** $\frac{3}{4}$ mile to E. on opposite bank of river.
 No bridge. Road turns NNW. Valley begins to contract.
- 13 $\frac{1}{4}$ Valley becomes a gorge and turns NNE. The road
 continues in a general NNW. direction, ascending
 hills in a zigzag course.
- 13 $\frac{3}{4}$ Alt. 3,011 ft. Road begins to descend a ridge over-
 looking the river $\frac{1}{4}$ mile to E., which presently
 resumes its NNE. direction after a detour to the E.
- 15 Road turns W., running along the lower slopes of
 hills overlooking the river. Valley broadens.
- 16 Road turns NW. The valley again becomes a gorge.
- 16 $\frac{1}{4}$ A road branches N. across the river (bridge) to
Dolni Pasarel on opposite bank of river and then
 across the hills to **Gorni Lozen** (5 $\frac{3}{4}$ miles) on the N.
 slopes of the hills. Thence NNW., descending gradu-
 ally, to join the main Adrianople–Sofia road (see
 Route 61 at mile 187 $\frac{1}{2}$) 1 mile to the E. of the point
 where it crosses the Golem Isker.

miles

Route continues NNW. down the gorge, which winds much.

20 $\frac{3}{4}$ Alt. 2,693 ft. to E. of road.

24 $\frac{3}{4}$ **Kokalyane** $\frac{3}{4}$ mile W. of road. The hills become less steep on W., and valley broadens somewhat. Road goes along edge of high bank of river.

26 **Pancharevo.**

26 $\frac{3}{4}$ A track branches N., crosses the river (bridge), and then turns N. by E. to **Dzherman** ($\frac{3}{4}$ mile), whence it proceeds as a road until at mile 2 $\frac{3}{4}$ it joins the Adrianople–Sofia road (Route 61 at mile 188) $\frac{3}{4}$ mile E. of the bridge over the Golem Isker.

Route now proceeds in a general N. direction across low-lying land close to the river.

28 $\frac{1}{2}$ **Gorublyane.**

29 $\frac{1}{4}$ Road joins the Adrianople–Sofia road (Route 61 at mile 189 $\frac{1}{2}$) $\frac{1}{4}$ mile W. of the bridge over the Golem Isker.

35 Route now turns NW. along this road to **Sofia**, alt. 1,746 ft.

ROUTE 43

ÛSKÛB—GYUESHEVO, 63 $\frac{3}{4}$ miles

This is part of an important strategical route leading from Ûsküb to Kustendil and thence to the Sofia–Radomir railway, and is the only easy route crossing the long line of difficult frontier hills. The most difficult parts of the route are the defile beyond Egri Palanka and the ascent of the Devebair pass from a point 3 $\frac{3}{4}$ miles on the Serbian side of the frontier.

This chaussée is metalled and in good condition for carriages as far as Stracin, the width of metal varying from 12 to 18 ft. From Stracin to Egri Palanka it is narrower, 10 to 15 ft. of

metal, and in a doubtful state of repair. The bridges are usually of wood with stone or wooden piers. The smaller bridges would have to be strengthened to take heavy mechanical transport. From Egri Palanka to Devebair pass the road follows a defile, and in places was formerly only about 12 ft. wide; this section was impassable for wheeled traffic, but is reported to have been made into a chaussée, with a width of 12 to 16 ft. of metal. For the first $5\frac{1}{2}$ miles the road runs from 20 to 30 ft. above the midsummer level of the river Kriva, and rises gradually. Thence to the frontier it ascends the steep mountain slopes by long zigzags, and rises about 1,475 ft. before Devebair is reached: heavy wagons and guns probably require to be double-horsed for the ascent. From Devebair to Kustendil there is a fair chaussée, which continues to Radomir and Sofia (see Route 44). According to information received in October 1915 this road has been very greatly improved, and in March 1916 it was reported fit for motor transport throughout.

For the section Üsküb—Egri Palanka see *Handbook of Macedonia*, Roads and Tracks, Route 85, miles 0–55.

miles

0 **Üsküb.**

55 **Egri Palanka**, alt. 2,238 ft.

For military road from Egri Palanka to Kamenicha see *Handbook of Macedonia*, Route 88.

Leaving Egri Palanka the road ascends the Kriva valley at first NE. and then generally E., with steep scrub and forest-clad slopes on both sides.

$57\frac{1}{4}$ Alt. 2,303 ft.

$60\frac{1}{2}$ Begin winding ascent.

$62\frac{1}{2}$ **Zhedilovo**. Military post. Summit of **Devebair** pass, 3,904 ft. Cross frontier from Serbia into Bulgaria.

$63\frac{3}{4}$ **Gyueshevo**, alt. about 3,000 ft., S. of road. Terminus of railway from Kustendil and Sofia (see *Railways*, Route IV). It is reported (May 1916) that the railway has been continued to Kumanovo.

ROUTE 44

GYUESHEVO—SOFIA, $63\frac{1}{4}$ miles

This is the continuation, on the Bulgarian side of the frontier, of the Ŭsküb-Gyueshevo road (Route 43). It is a chaussée throughout, and affords the main line of communication between Bulgaria and the Vardar valley. It was the scene of much Serbian-Bulgarian fighting in 1913 and 1915. It was along the part of this road from Radomir to Sofia that the Bulgarians sent the bulk of their army and artillery during the war of 1913.

miles

- | | |
|-----------------|--|
| 0 | Gyueshevo village (alt. about 3,000 ft.) is $1\frac{1}{4}$ mile E. of frontier in the valley of the Levnitsa . Station $\frac{1}{4}$ mile S. of road. At first the general direction of the road is E. |
| $\frac{3}{4}$ | Railway crosses road, running N. down the Levnitsa valley. The road ascends, crossing the N. slopes of a hill which rises to the S., and then descends. |
| $1\frac{3}{4}$ | Road turns ENE. across undulating country. The Osogovska Planina rises to the S. Various streams are crossed. |
| 5 | The road enters more mountainous country, and after crossing a ridge begins to descend. |
| 6 | Alt. 2,896 ft. |
| $9\frac{1}{4}$ | Alt. 2,112 ft. The country is well wooded about here. |
| $11\frac{3}{4}$ | Kustendil . Railway station to N. of town. The Dupnitsa road branches E. by S. at the E. end of the town. (See Route 45.) |

Branch roads :

(i) NNW. to **Sovolyano** ($3\frac{1}{2}$ miles), **Yamborano** ($6\frac{3}{4}$ miles), and **Goranovtsi** ($8\frac{1}{2}$ miles).

(ii) SE. to **Granitsa**, $3\frac{1}{2}$ miles, a short distance from which the road suddenly stops. (Bulgarian 1:40,000 map.)

miles

Along the section of road between this place and Radomir are numerous springs of excellent water.

Road turns NE. and proceeds through wooded country.

16 Alt. 1,526 ft. Cross **Struma** by stone bridge at outlet of Struma gorge.

17 $\frac{1}{4}$ **Konovo**. Road turns N. up small valley, and ascends to cross the **Konyavska Planina**.

21 $\frac{3}{4}$ Alt. 3,552 ft. Road begins to descend by zigzags, in a general NE. direction.

24 $\frac{3}{4}$ **Novoselo**, alt. about 2,590 ft.

Road goes at first E. for $\frac{3}{4}$ mile and then descends NNE. through a gorge.

28 $\frac{3}{4}$ Turn sharply E. and resume NNE. direction, after winding between outlying hills and main range.

30 $\frac{1}{4}$ Branch roads :

(i) SE. to **Izvor** ($\frac{3}{4}$ mile), **Klenovik** ($2\frac{1}{4}$ miles), **Zhitushte** (3 miles), then E. to **Kondofrei** ($6\frac{3}{4}$ miles), whence one branch runs S. via **Bobovdol** ($4\frac{1}{2}$ miles) to the Kustendil-Dupnitsa road (12 miles, see Route 45 under mile 19 $\frac{1}{4}$) and another ESE. to **Chukovets** (8 miles), and ESE. to **Musi Bey** ($11\frac{3}{4}$ miles), whence there are tracks to **Kernol** and the Dupnitsa-Sofia road (see Route 38 at mile 28 $\frac{1}{2}$).

(ii) NW. to **Debeli Lak** ($1\frac{1}{2}$ mile) and **Egalnitsa** ($3\frac{1}{4}$ miles).

30 $\frac{3}{4}$ Alt. 2,095 ft.

31 $\frac{1}{2}$ Road meets Gyueshevo-Sofia railway, and follows it closely.

32 Cross railway and diverge slightly from it. Marshy ground E. of railway.

33 $\frac{3}{4}$ Road approaches the Struma.

35 $\frac{1}{2}$ Cross railway and follow it closely on E. side.

37 $\frac{1}{4}$ **Verba**.

38 $\frac{3}{4}$ **Radomir**, alt. about 2,300 ft., situated at head of small oval valley, fertile and well cultivated.

miles

Samokov road branches SE. (See Route 47.)

Road proceeds N., ascending hills which come down close to river.

42 Branch road N. by W. to **Bryeznik** ($12\frac{1}{4}$ miles), **Tsaribrod** (36 miles), &c.

Route turns E. by N., following Struma valley.

43 $\frac{3}{4}$ Alt. 2,346 ft. N. of road.

44 $\frac{1}{2}$ Cross the Struma.

45 Cross railway.

45 $\frac{1}{2}$ **Pernik**, with station; centre of the only district in Bulgaria which is at present producing coal. Coal of poor quality.

46 $\frac{1}{2}$ Branch road N. by W. to **Divotino**, 5 miles.

Route turns E. and follows railway closely up Struma valley, at distance of $\frac{1}{4}$ to 3 miles S. of river.

49 Branch road N. to **Moshino**, $1\frac{3}{4}$ mile, with coal mines.

49 $\frac{3}{4}$ Cross the Struma.

50 $\frac{1}{4}$ Branch road S. up Struma valley to **Tserkva** ($\frac{1}{4}$ mile), **Studena** ($4\frac{1}{4}$ miles), and Sofia-Dupnitsa road (7 miles). (See Route 38 at mile 38 $\frac{1}{2}$.)

Direction of route changes to ENE. From this point it improves in quality.

51 $\frac{3}{4}$ Road crosses railway, alt. 2,441 ft. For the next $7\frac{1}{2}$ miles both road and railway run through a narrow valley, the latter high up on the left-hand side. Surface of road in this part good (1915).

53 $\frac{3}{4}$ **Dragichevo** 1 mile W. Road crosses railway, alt. 2,719 ft. Road from Dupnitsa enters from W. (see Route 38 at mile 48).

54 $\frac{1}{2}$ Recross railway.

55 Alt. 2,935 ft.

55 $\frac{3}{4}$ **Vladaya**. Recross railway. Road now closely follows railway.

miles

57½

From about this point, where there is a stone bridge, two roads are seen running up the hill-side on r. and l. respectively. These have been made by the military authorities for the purpose of hauling heavy guns up the hill so as to defend the valley against troops advancing from the direction of Kustendil. The positions reached by these roads are overlooked from Mt. Vitosh, which commands the plain of Sofia, and is reached from Vladaya (mile 55¾ above) by a comparatively easy ascent.

57¾

Alt. 2,381 ft. W. of road.

58¾

Knyazhevo. Railway bends N., leaving road. From here to Sofia is an excellent metalled road, 30 ft. wide, along which a tramway runs.

59¾

Alt. 2,017 ft. Branch road NW. to **Gornya Banya** (1¼ mile).

60¾

Branch road S. by W. to **Boyana** (1¾ mile).

62½

Outskirts of Sofia.

63¼

Sofia (centre of town).

ROUTE 45

KUSTENDIL—DUPNITSA, 23 miles

This is a chaussée fit for motor transport throughout, and part of the important through route from Kustendil via Samokov and Tatar Bazarjik (see Routes 46, 40) to the central Bulgarian plain. An important light railway was reported (May 1916) to be completed between Kustendil and Dupnitsa.

miles

0 **Kustendil.** The Dupnitsa road branches ESE. from the Kustendil-Sofia road (Route 44) at the E. end of the town. It runs across low wooded hills overlooking the valley of the Struma, crossing several streams, tributaries of the Struma.

miles

- $2\frac{3}{4}$ **Bagrentsi** $\frac{1}{2}$ mile N. of road.
 $5\frac{1}{4}$ Road approaches r. bank of the **Struma**.
 $7\frac{1}{4}$ Branch track S. to Carevo (see Route 37 (A) at mile 23).
 $7\frac{3}{4}$ **Nevestino** to S. of road.
8 Road crosses to l. bank of Struma (alt. 1,473 ft.), by bridge, and turns E. along the river.
 $10\frac{1}{2}$ Road leaves the Struma valley and turns NE. up the valley of a tributary, the **Koznishka**.
13 Road leaves the valley and ascends hills to E. in a NE. direction, and then after going for a short distance SE. turns E., winding across the hills.
15 Road begins to descend into the valley of the Verbovka, which it follows in an E. direction. Alt. 2,241 ft. on small hill immediately N. of road.
18 Road crosses the **Verbovka** (Kriva Laka).
 $19\frac{1}{4}$ Road crosses the **Razmetanitsa**. The Verbovka flows into this river $\frac{1}{2}$ mile NW. of this point. Alt. at confluence, 1,654 ft.

Branch road runs N. by W. via **Golemoselo** ($1\frac{3}{4}$ mile), **Malkoselo** (3 miles), **Mlamolovo** ($5\frac{1}{2}$ miles), **Bobovdol** ($7\frac{1}{2}$ miles), and coal mines ($9\frac{1}{4}$ miles), to the Kustendil-Sofia road (see Route 44 at mile $30\frac{1}{4}$).

Road turns ESE., crosses a low spur, and runs down a small tributary valley into the valley of the Dzhermen.
 $21\frac{3}{4}$ Road crosses the **Dzhermen** (bridge).
22 Road enters the Juma'-i-Bala-Dupnitsa road (see Route 38 at mile $18\frac{1}{2}$), along which it turns NE. to
23 **Dupnitsa**.

ROUTE 46

DUPNITSA—SAMOKOV, $24\frac{1}{2}$ miles

This is a chaussée throughout, and is a section of the main and most direct route from the Serbian frontier to the Maritsa valley, avoiding Sofia.

miles

0 **Dupnitsa.** The Samokov road branches from the Dupnitsa-Sofia road (see Route 38 at mile 21) $\frac{1}{4}$ mile N. of the town, and turns ENE., following the valley of the **Dzhermen** along its r. bank and rising gradually.

There is an alternative road (see Route 38 at mile $20\frac{3}{4}$) reported fit for motor transport, which branches ESE. from the Dupnitsa-Sofia road a little way N. of the town, and running along the slopes of the hills to the S. of the valley of the Dzhermen in a general E. by N. direction, passes through **Samoranovo** ($1\frac{3}{4}$ mile), **Ryesilovo** ($3\frac{1}{2}$ miles), **Ovcharts**i (5 miles), **Gornya Banya** ($7\frac{1}{2}$ miles), **Gyurevo** (8 miles), and **Saparevo** ($9\frac{1}{4}$ miles), where it turns N. and rejoins the main route ($10\frac{1}{2}$ miles).

10 Alternative route mentioned above enters from S. Alt. about 2,160 ft.

Road now rises more steeply and soon enters a gorge.

13 Road bends SE.

14 Summit of pass, 3,435 ft. Road begins to descend the valley of the **Klisura** stream in an E. direction.

15 Road turns NE.

$16\frac{3}{4}$ E. end of gorge. Road turns E. across an undulating plain, crossing several streams.

$17\frac{1}{2}$ Alt. 3,051 ft.

miles

A road branches N. to **Byelchinska Banya** ($1\frac{1}{2}$ mile; alt. 2,956 ft.) and then WSW. to **Byelchin** ($2\frac{3}{4}$ miles), and N. (crossing the Samokov–Radomir road, see Route 47 at mile $26\frac{3}{4}$) to **Alino** ($5\frac{3}{4}$ miles).

 $19\frac{1}{4}$

Alt. 3,035 ft.

 $20\frac{3}{4}$

The Radomir–Sofia road (see Route 47 at mile $32\frac{3}{4}$) enters from NW.

 $24\frac{1}{4}$

The Kocherinovo–Rila–Samokov road (see Route 39 at mile $40\frac{1}{2}$) enters from SW.

The Sofia road enters from N. (see Route 42).

Cross the **Golem Isker** (bridge).

 $24\frac{1}{2}$

Samokov, alt. 3,054 ft.

ROUTE 47

RADOMIR—SAMOKOV, $36\frac{3}{4}$ miles

WITH BRANCH TO BISTRITSA

This road is a main line of communication throughout. From Radomir to the junction with the Juma‘i-Bala–Sofia road (mile $10\frac{1}{2}$) this road is capable in summer of carrying heavy traffic. It runs over open rolling country and there are no hills on it of severe gradient. The few bridges are of wood, not stone. The Bulgarian 1 : 40,000 map (1908) shows the portion through the Verila Planina from its junction with the Juma‘i-Bala–Sofia road on for $6\frac{3}{4}$ miles as an inferior road.

miles

0

Radomir, alt. about 2,300 ft. The road leaves the SE. corner of the town and runs SE. across undulating ground.

5

Provalenitsa and **Gorni Rakovets**, adjacent villages 1 mile to SW.

miles

- 6 Cross a tributary of the **Blato**.
- $7\frac{1}{4}$ Cross another tributary of the **Blato**.
- $10\frac{1}{2}$ Alt. 2,335 ft. Cross the Juma'-i-Bala-Sofia road. (See Route 38 at mile 34.) **Dolnya Dikanya** $\frac{3}{4}$ mile to SE. The Samokov road continues SE.
- 13 Road turns ENE. and ascends a valley, which gradually contracts.
- $13\frac{3}{4}$ Road turns E. up a gorge in the **Verila Planina** and ascends, winding a good deal as the crest of the ridge is approached.
- 18 **Buka Preslap**, highest point and watershed, alt. 3,582 ft. The road now descends a spur steeply, in zigzags in a general ENE. direction into the valley of the Polakariya, a tributary of the Golem Isker.
- $19\frac{1}{4}$ The road now turns ESE. down the valley.
- 20 Cross the **Polakariya**.
- 25 The valley is here about $2\frac{1}{2}$ miles broad, alt. 3,057 ft. A road branches N. to **Popovyane** ($1\frac{3}{4}$ mile), **Kovachevtsi** (3 miles), and then across very mountainous country to **Bistritsa** ($15\frac{1}{2}$ miles) and **Sofia** (23 miles).
- $26\frac{3}{4}$ **Alino** 1 mile N. of road, with which it is connected by a road from this point. A road branches S. to **Byelchin** (2 miles) on the slopes of the S. side of the valley, and thence to Dupnitsa-Samokov road. (See Route 46 at mile $17\frac{1}{2}$.)
- $28\frac{1}{4}$ Alt. 2,974 ft. **Banya** 1 mile S. across the river.
- $29\frac{3}{4}$ **Relovo** N. of road. Road turns SE.
- $30\frac{1}{4}$ Cross the Polakariya.
- $32\frac{3}{4}$ Road joins the Dupnitsa-Samokov road, along which the route proceeds E. (See Route 46 at mile $20\frac{3}{4}$.)
- $36\frac{3}{4}$ **Samokov**, alt. 3,054 ft.

ROUTE 48

VRANJA-TRN, 51 miles

The road, though marked as a main line of communication, is reported to be unfit for heavy military transport, at any rate in the neighbourhood of the frontier where transport would be practicable only in bullock-carts with light loads. The Bulgarians have used the route for cavalry operations. From Klisura on the Bulgarian side there is a good military road throughout.

For the section from Vranja to mile $30\frac{1}{2}$ see *Handbook of Serbia*, Roads and Tracks, Div. III, Route 6, km. 0-49 $\frac{1}{2}$.

miles

0

Vranja. $30\frac{1}{2}$

Road here bifurcates, one branch running N. along the E. edge of the Blasinsko marsh to **Drazhina** village, on the Bulgarian frontier; the other track, marked on the 1:200,000 map (1915) as a road not kept in repair, leads NE. to **Popova Mahala** ($1\frac{1}{2}$ mile), also on the frontier. It then turns N. and at mile $2\frac{1}{2}$ the end of the first branch lies about $\frac{1}{2}$ mile to the N. The maps appear doubtful at this point.

33

See preceding entry. Road crosses the frontier and proceeds in a general NNE. direction.

34

Road begins to ascend a ridge 3,988 ft. above sea level and thence descends into valley of the **Trnska** (Erma), which it follows to **Trn.**

 $36\frac{1}{2}$

Road reaches the Trnska at **Klisura** village.

38

Valley broadens.

 $40\frac{1}{2}$

Road and valley turn in general ENE. direction. Valley is from 2 to 3 miles broad. There are numerous villages and cultivation.

44

Glavanovtsi village. A track runs N. to Bulgarian frontier and thence, becoming a road, to the Leskovac road (see Route 49).

 $49\frac{1}{2}$

Valley narrows and turns NNE.

51

Trn.

ROUTE 49

LESKOVAC—TRN, $46\frac{1}{4}$ miles

This road gives an alternative route from Serbia into Bulgaria a few miles N. of the better Vranja-Trn route (Route 48). From Leskovac to Vlasotince ($9\frac{1}{2}$ miles) the road is reported to be good enough for heavy motor traffic. From Vlasotince to Svogj Han ($8\frac{1}{4}$ miles) it is apparently fit for ordinary traffic, other than heavy motors. From Svogj Han to the Bulgarian frontier (17 miles) the route follows a track which is marked on the 1915 map as believed passable for wheeled traffic, but reported to be unsuitable in its present state for military transport. This section of the route ascends to over 4,500 ft. From the Bulgarian frontier to the Vranja-Trn road ($4\frac{1}{2}$ miles) only an 'important' track is available.

For the section Leskovac-Vlasotince-Svogj Han see *Handbook of Serbia*, Roads and Tracks, Div. III, Route 7, km. 0-29.

miles

0

Leskovac. $17\frac{3}{4}$

Svogj Han, alt. about 1,000 ft. at the confluence of the Luznica with the Vlasina. Village on hill E.

Road turns E., crosses **Luznica** by a bridge, and turns SE. following up N. bank of **Vlasina** along a narrow valley, ascending slightly.

20

Valley and road turn S.

 $21\frac{1}{2}$

Road crosses to S. bank of **Tegoštica** affluent of Vlasina. Alt. 1,082 ft.

22

Road leaves valley, and zigzags steeply up spur SE. between **Gradska** and Tegoštica.

23

Alt. 2,148 ft. N. of road, which winds in general SE. direction along ridge of spur.

 $25\frac{1}{2}$

Alt. 3,241 ft.

27

Alt. 3,562 ft.

miles	
29 $\frac{3}{4}$	Summit of ridge, Tumba , alt. 4,566 ft. Road descends rather steeply, still following ridge, and bending slightly ESE.
30 $\frac{1}{2}$	Alt. 3,917 ft. Selishte $\frac{1}{2}$ mile S. of road.
32	Kovacheva $\frac{1}{2}$ mile S. of road.
33 $\frac{1}{2}$	Road turns SE. and runs along Serbian side of frontier.
34 $\frac{3}{4}$	Deshchani Kladenats , alt. 3,743 ft. Bulgarian frontier. Road now becomes an important track, which turns S. along the Serbian side of the frontier.
36	Track crosses frontier, and descends SSW. over spur.
37	Track turns SSE. and descends steeply.
38	Track crosses track along N. side of Trnska valley. Selishte 1 mile E.
39 $\frac{1}{4}$	Track enters Vranya-Trn road at Glavanovtsi (see Route 48 at mile 44).
46 $\frac{1}{4}$	Trn.

ROUTE 50

PIROT—TRN, 27 $\frac{3}{4}$ miles

This route follows the main road Pirot–Sofia (see Route 54) as far as Gradishte (8 miles). It continues as a main road for another 5 miles, then deteriorates, but is still believed capable of taking wheeled traffic. It rejoins the Tsaribrod–Trn road at mile 13 on this road. It rises to a height of about 3,000 ft. The best road from Pirot to Trn is via Tsaribrod (see Route 51).

Both this route and Route 51 offer alternative lines of advance from Pirot via Bryeznik to Sofia (see Route 52).

miles	
0	Pirot.
8	Gradishte $\frac{3}{4}$ mile NE. of road. Alt. 1,410 ft. Road and railway cross Sukovska about $\frac{1}{4}$ mile above its junction with Nishava .

miles

Two roads here leave the main road, one following up each bank of Sukovska. That following NW. bank is believed capable of taking wheeled traffic as far as the frontier, but afterwards becomes a track. It runs as follows :

miles

- | | |
|----------------|--|
| 0 | Road branches SW. from main road following NW. bank of Sukovska. |
| $1\frac{1}{2}$ | Road turns S., crosses to S. bank of small stream, and ascends valley of Sukovska. |
| $3\frac{1}{2}$ | Alt. 1,443 ft. Road crosses Bulgarian frontier, and becomes track. |
| $4\frac{1}{4}$ | Drazhina. Track leaves Sukovska valley, and runs SE. Alternative track up Sukovska ultimately reaches main route at mile $22\frac{1}{2}$ below. |
| 6 | Track rejoins main route at mile $12\frac{1}{2}$. |

Main route branches S. from Sofia road and winds in general SSW. direction up **Bublyak** spur.

- | | |
|-----------------|--|
| $9\frac{1}{2}$ | Alt. 2,112 ft. E. of road. |
| $11\frac{1}{2}$ | Plamnitsa , alt. 2,479 ft. Road crosses Bulgarian frontier, and turns S. |
| $12\frac{1}{2}$ | Alternative route (see under mile 8 above) comes in from NW. Road bends sharply SE., then W., afterwards degenerating. |
| 13 | General direction SE. Road winds across bare upland. |
| 16 | Alt. 3,218 ft. SW. of road, which now turns S. |
| $16\frac{1}{2}$ | Spring by roadside. |
| $17\frac{1}{2}$ | Road turns SW. |
| $19\frac{1}{2}$ | Road turns S. |
| $22\frac{1}{2}$ | Branch road NNW., believed capable of taking wheeled traffic, to Dragovita , 4 miles, whence there appears to be a track via the Sukovska valley to Drazhina (see alternative road under mile 8 above, at mile $4\frac{1}{4}$). |

miles

- 23 $\frac{1}{4}$ Road enters Tsaribrod-Trn road (see Route 51 at mile 13).
- 25 $\frac{1}{2}$ Junction of Tsaribrod-Trn and Trn-Bryeznik roads (see Route 52 at mile 2 $\frac{1}{4}$).
- 27 $\frac{3}{4}$ **Trn.**

ROUTE 51

TSARIBROD—TRN, 17 $\frac{1}{2}$ miles

This is a first-class road throughout, running through fairly easy country, and affords the best route between Pirot and Trn, as well as a good alternative line of advance from Pirot via Bryeznik to Sofia (see Route 52).

miles

- 0 **Tsaribrod** railway station, alt. 1,463 ft. Road follows Pirot road for $\frac{1}{2}$ mile (see Route 54 at mile 14 $\frac{3}{4}$).
- $\frac{1}{2}$ Road branches S. from Pirot road, crosses railway, and ascends valley of **Lukavitsa**, affluent of Nishava in SSE. direction.
- 1 $\frac{1}{2}$ Road crosses to W. bank of Lukavitsa, and follows it closely.
- 2 $\frac{1}{2}$ Road and river turn S.
- 4 $\frac{1}{2}$ Road and river turn SW.
- 5 $\frac{1}{4}$ Road crosses two affluents of Lukavitsa, and turns S.
- 6 $\frac{1}{4}$ Road leaves river and follows affluent, turning W.
- 7 $\frac{1}{2}$ Road ascends to watershed, general direction SW.
- 10 $\frac{1}{2}$ Road turns slightly SSE.
- 12 $\frac{1}{2}$ Road turns W.
- 13 Pirot-Trn road comes in from N. (see Route 50 at mile 23 $\frac{1}{4}$). Road turns S.
- 13 $\frac{1}{4}$ **Vrabcha.**
- 15 $\frac{1}{4}$ Road enters Trn-Bryeznik road (see Route 52 at mile 2 $\frac{1}{4}$).
- 17 $\frac{1}{2}$ **Trn.**

ROUTE 52

TRN—BRYEZNİK—SOFIA, $44\frac{3}{4}$ miles

This is a first-class road throughout. There is an alternative road from Bryeznik to Sofia via Radomir (see Routes 53, 44) and another from mile $29\frac{3}{4}$ onwards. The road passes through fairly easy country across the Sofia plateau.

miles

0	Trn. Road leaves E. end of town ESE., then ENE.
$1\frac{1}{2}$	Road turns SE.
$2\frac{1}{4}$	Road crosses to E. bank of Yablanitsa by bridge, and runs up the valley of this stream for 7 miles, crossing numerous affluents, apparently unbridged.
	Tsaribrod—Trn road (see Route 51) enters from N.
4	Philipovtsi E. of road.
5	Paramon Selish E. of road.
$7\frac{1}{4}$	Alt. 2,588 ft.
$9\frac{1}{2}$	Road leaves valley and crosses watershed.
$14\frac{1}{4}$	Track NE. to Murmintsi .
$15\frac{1}{4}$	Road turns ESE. then E.
$17\frac{1}{4}$	Road crosses to E. bank of Bilinska .
$17\frac{3}{4}$	Alt. 2,457 ft.
$20\frac{1}{2}$	Bryeznik. Branch road S. to Radomir, and alternative route to Sofia (see Route 53).
	Road leaves town SSE.
22	Road turns ENE.
	Branch road SE. to Radomir—Sofia road (see Route 44 at mile $46\frac{1}{2}$).
23	Babitsa.
24	Road turns NNE., and ascends watershed.
25	Alt. 3,379 ft. $\frac{1}{2}$ mile NW. of road.
$26\frac{1}{2}$	Track SE. to Krnul , $1\frac{1}{4}$ mile.
$27\frac{1}{2}$	Road turns ESE.
$29\frac{1}{2}$	Zlatusha. Road crosses to E. bank of Byelitsa , and turns SE.

miles

29 $\frac{3}{4}$

Alternative track SE., becoming a road at mile 3 $\frac{1}{2}$ to Sofia.

miles

0

Track branches S.

1 $\frac{1}{2}$

Track turns SE.

3 $\frac{1}{2}$

Klisura $\frac{1}{2}$ mile S. of track, which now becomes a poor road, and turns ESE.

Road crosses to E. bank of **Banska**, and follows it closely for 5 miles.

5 $\frac{1}{2}$ **Verdekalino.**6 $\frac{1}{2}$ Track SW. to **Bankya**.

8

Track SE. to **Ivanyane** ($\frac{3}{4}$ mile), **Suhodol** ($2\frac{3}{4}$ miles), **Gornya Banya** village and railway station ($3\frac{1}{4}$ miles) (see Route 44 at mile 59 $\frac{3}{4}$).

10 $\frac{1}{2}$

Philipovtsi. Road crosses to E. bank of **Buchinska**, leaving **Banska**.

13

Road joins Pirot-Tsaribrod-Sofia road (see Route 54 under mile 48 $\frac{3}{4}$).

32 $\frac{1}{2}$ **Rosoman.**33 $\frac{1}{2}$

Road turns E. and ascends.

34

Alt. 2,680 ft.

35 $\frac{1}{2}$ **Pozharevo.** Road gradually turns ESE.37 $\frac{1}{2}$ **Gurmazovo.** Road turns NE.39 $\frac{1}{2}$

Road joins Pirot-Tsaribrod-Sofia road (see Route 54 at mile 45 $\frac{3}{4}$).

44 $\frac{3}{4}$ **Sofia.**

ROUTE 53

BRYEZNIK—RADOMIR, 15 $\frac{1}{2}$ miles

This is a first-class road, following a river valley throughout, and offering a longer but easier alternative route (cf. introd. to Route 52 from Trn to Sofia). In the reverse direction it gives an inferior alternative route from Radomir via Bryeznik to Sofia.

miles	
0	Road leaves Bryeznik SW., gradually turning S.
4	Road crosses to S. side of an affluent of Konska by bridge, and turns SE., following Konska closely to its confluence with Struma .
5	Track E. to Sopitsa , $\frac{3}{4}$ mile. Alt. 2,240 ft.
9	Yarzhilovtsi . Road crosses to S. bank of Meshichska , and turns S.
11 $\frac{1}{4}$	Batanovtsi . Road crosses to S. bank of Struma by bridge.
11 $\frac{3}{4}$	Road crosses to S. of Gyueshevo—Sofia railway.
12 $\frac{1}{4}$	Gyueshevo—Sofia main road branches ENE. (see Route 44 at mile 42).
15 $\frac{1}{2}$	Radomir .

ROUTE 54

PIROT—SOFIA, 51 miles

This route is a section of the great Belgrade—Sofia—Constantinople route, and is a first-class metalled road. It follows the railway closely from Pirot to Tsaribrod; thence crosses bare hilly country, following the river Ezhevitsa through the Dragoman defile of the Zabarde hills, to Slivnitsa; and finally runs SE. across the plain to Sofia.

For the section Pirot—Goindol see *Handbook of Serbia*, Roads and Tracks, Div. III, Route 9, km. 0–18.

miles	
0	Pirot . Town and railway station, alt. 1,322 ft. Pop. (1913) about 12,500. Has a fairly modern entrenched camp.
12	Goindol . Road crosses Bulgarian frontier.
12 $\frac{3}{4}$	Road crosses to E. of railway.
14 $\frac{3}{4}$	Alt. 1,450 ft. Tsaribrod—Trn road branches S. (see Route 51).
15 $\frac{1}{4}$	Tsaribrod railway station, alt. 1,463 ft. Road crosses railway.
15 $\frac{3}{4}$	Tsaribrod , pop. 3,000–4,000. Large barracks.

miles

17 $\frac{1}{2}$

Road crosses to E. of railway.

18

Wells on l. of road.

Road follows S. bank of the **Nishava** ESE.18 $\frac{3}{4}$

Road crosses to S. of railway. Wooded country.

Alternative route to Sofia via **Shuma** branches (see Route 55, mile 3).Road now leaves wooded country, and enters **Dragoman** pass, following the **Ezhevitsa**.19 $\frac{3}{4}$

Road crosses to E. of railway and bends S.

20 $\frac{1}{4}$

Road bends E. and then ESE.

22

Road crosses to S. of railway.

23 $\frac{1}{2}$

Road turns SSE.

24 $\frac{1}{4}$

Road crosses to E. of railway and turns SE., leaving the pass.

25 $\frac{3}{4}$ Branch road NE. to **Dragoman**, $\frac{1}{2}$ mile.26 $\frac{1}{2}$ Track N. by W. to Dragoman, $\frac{3}{4}$ mile.26 $\frac{3}{4}$ Track SW. to Dragoman railway station, $\frac{1}{2}$ mile.

Road proceeds SSE.

27 $\frac{3}{4}$

Road crosses to E. of railway.

28 $\frac{1}{4}$

Road crosses to E. of railway, which it follows closely.

31 $\frac{3}{4}$ Track NNE. to Golemo Malovo road (see mile 33 $\frac{3}{4}$ below). Road crosses to S. of railway.32 $\frac{1}{2}$

Road crosses to E. of railway.

33

Road crosses to S. of railway.

33 $\frac{3}{4}$ Branch road SW. to **Galabovtsi**, 4 miles, with side-track to **Aldomirovtsi**; then to **Bryeznik**, 12 miles. Branch road N. by E. to Berkovitsa road, with branches to the track at mile 31 $\frac{3}{4}$, to **Golemo Malovo** and Dragoman, as follows:

miles

 $\frac{1}{4}$

Road crosses railway.

2

Izvor Bistritsa.4 $\frac{1}{4}$ Track W. to join that mentioned at mile 31 $\frac{3}{4}$.6 $\frac{1}{2}$ **Vasilevtsi**. Right angle turn E. for 1 $\frac{1}{4}$ mile, and then N. for $\frac{3}{4}$ mile.

miles	miles	
	8½	Praklevtsi , whence E. for 2 miles and then NE. for 1½ mile.
	12	Road joins the Berkovitsa road (see Route 62 A at mile 21¼).
		From Vasilevtsi there is a road W. and then NW., as follows :
	miles	
	1¼	Malo Malovo.
	2½	Rayanovtsi.
	3½	Golemo Malovo. Branch road SE. for 2½ miles, and thence SW. for 2½ miles to main road (mile 31¾ above).
		The road then turns W. between marshy country to the S. and the Petrov hill (3,957 ft.).
	7½	Dragoman , alt. 2,346 ft., in the watershed of the Morava and the Isker. The road then bifurcates, one branch SW., the other S. by E. The former reaches the main road after about ½ mile at mile 25¾, the other after about ¾ mile at mile 26½.
34		Slivnitsa village. Railway station ¼ mile NE. of village along the alternative road to Sofia via Petrich (see Route 62 A at mile 11).
		The Bulgarians defeated the Serbians here in 1885, after the Serbians had driven them out of the Dragoman pass.
41		Road crosses the Byelitsa , and is at its greatest distance (2¼ miles) from railway.
43		Road crosses the Cherna Bara . Branch road W., then NW. to Galabovtsi, as follows :
	miles	
	1¼	Proletsa.
	3¼	Herakovo.
	6½	Hrabarsko.
	9	Galabovtsi.

miles

43 $\frac{3}{4}$ Road crosses the **Pozharevska**.44 $\frac{1}{4}$ Branch road SW. for 2 miles to **Gurmazovo**.Road crosses **Gurmazovska**.45 $\frac{3}{4}$

Tracks : (i) NE. to **Voluyak**, 2 $\frac{1}{2}$ miles, on the Berkovitsa road, crossing railway at mile 1 $\frac{1}{4}$, and at mile 2 $\frac{3}{4}$ joining Route 62 A at mile 6 $\frac{3}{4}$. (ii) SW. 2 $\frac{1}{2}$ miles to the Bryeznik road (see Route 52 at mile 39 $\frac{1}{2}$).

47 $\frac{1}{2}$ Road crosses the **Banska**.48 $\frac{3}{4}$

Branch road WSW. as follows :

miles

2 $\frac{3}{4}$ **Philipovtsi**. Road crosses river **Buchinska**.4 $\frac{3}{4}$

Road bifurcates, one branch going WNW for about 10 $\frac{1}{2}$ miles and then SW. and W. for 7 miles to **Bryeznik**, the other W. by N. and then by a track over the hills to join a branch road from Pernik to Bryeznik.

49 $\frac{3}{4}$ Road crosses the **Suhodolska**.50 $\frac{1}{4}$

Road crosses Sofia—Kustendil railway.

51

Sofia.

ROUTE 55

TSARIBROD—SHUMA—SOFIA, 42 miles

This route to Sofia is less direct than Route 54, but avoids the Dragoman pass. The road is believed capable of taking wheeled traffic for the most part, but some sections degenerate into a track.

miles

0

Tsaribrod, alt. 1,450 ft. Route follows Sofia road for 3 miles (see Route 54, miles 15 $\frac{3}{4}$ –18 $\frac{3}{4}$).

3

Road branches E. from Sofia road, and follows S. bank of **Nishava**.

4 $\frac{3}{4}$

Alt. 1,588 ft. Road bends NE., following river.

5 $\frac{1}{2}$

Kalotina. The next 4 miles of the road degenerate into a track.

miles

- 6½ Road bends SE.
 8½ Road leaves river.
 9½ **Berende.** Road improves again, and turns ENE.
 11½ **Bukorovtsi.**
 12½ Road crosses the **Vrbnitsa** by wooden bridge, and degenerates into track for 3 miles.
 15¾ Road improves again.
 Branch road N. for 1½ mile into the valley of the **Zlidol Izvor.**
 17½ Road crosses the Vrbnitsa, which it follows to
 19 **Shuma.** In 2¼ miles the road reaches the Sofia-Berkovitsa road (see Route 62 A at mile 23).
 42 **Sofia.**

ROUTE 56

PIROT—KOMSHITSA

There are two roads, which, according to information received, are not suitable for heavy transport.

ROUTE (A), 26 miles

A road leaves Pirot in a general SE. direction.

miles

- 0 **Pirot.**
 5 **Krupac.** Beyond this point the valley of the **Nishava** bends S., while the road continues in an ESE. direction across the **Teposh** plateau.
 7 Beginning of ascent.
 11¼ Bulgarian frontier. The hill SW. of the road, Gjurgjeva Glava, rises to 3,116 ft.
 14¼ Alt. 2,296 ft.
 16¾ **Protopopintsi** village. Road descends valley of the **Izvor.**

miles

- 19½ Road turns in a general NE. direction and crosses high range of the **Vidlich Gora**.
 23 Summit of the **Vidlich Gora**, 4,300 ft.
 25 Road skirts the **Komshtitsa** stream.
 26 **Komshtitsa**.

ROUTE (B), 24 miles

A road running via Berilovac and Ržana Vizoka leaves Pirot in a general E. direction.

miles

- 0 **Pirot**.
 2 **Berilovac**, about 1,600 ft. Thence road ascends the **Vidlich Planina**.
 5½ Alt. 3,346 ft. The peak SE. of the road rises to 4,435 ft.
 7½ Summit of pass across the **Vidlich Planina**, 3,496 ft. Road descends ESE. into valley of the **Visočica**.
 11½ Alt. 2,788 ft.
 13½ Road crosses the **Visočica**, which here flows in a general NW. direction. **Ržana Vizoka** village on the N. bank. Alt. 2,230 ft. Road follows the general course of the stream, which at this part of its course is apparently called the **Ržanska**.
 14¾ Bulgarian frontier.
 15¾ **Slavina**. Valley broadens.
 18 **Izatovtsi**.
 21 **Krivodol**.
 24 **Komshtitsa**. (For tracks E. to the Sofia-Lom Palanka road see Route 62 A at miles 30½, 33¼, 34¾, and 45½.)

ROUTE - 57

PIROT—SVETI NIKOLA PASS—BYELGRADCHIK,

54 miles

This road is reported to be fit for heavy motor-traffic as far as Temska ($8\frac{3}{4}$ miles). From that point the road is believed to be passable for wheeled traffic, but the ascent up to the pass is very steep, and before the war was certainly in a bad condition, though possibly passable for bullock-carts with light loads.

For the section Pirot—Balta Berilovica see *Handbook of Serbia*, Roads and Tracks, Div. III, Route 11, km. 0—38 $\frac{1}{2}$.

miles

0	Pirot.
23 $\frac{3}{4}$	Balta Berilovica , alt. 1,312 ft. From this point the valley becomes narrow and steep, and the road begins to ascend to the pass.
26 $\frac{3}{4}$	Alt. 2,100 ft. From this point the road rises on an average 125 metres per km. (i. e. 1 in 8).
31 $\frac{1}{2}$	Summit of the Sveti Nikola pass, alt. 4,737 ft. Bulgarian frontier.
	Route descends Chyuprenska valley by winding road.
39 $\frac{1}{2}$	Chyupren , alt. 1,443 ft. Branch to Verbovo (2 miles) diverges NNW., affording a shorter but more difficult route to Byelgradchik (10 $\frac{1}{4}$ miles).
	The village is situated in a cup among the mountains surrounded by orchards, vineyards, and cultivated fields.
41 $\frac{1}{2}$	Trgovishte.
44 $\frac{3}{4}$	Protopopovski.
46 $\frac{1}{2}$	Road crosses to N. side of Gradska by bridge and joins Lom Palanka—Byelgradchik road (see Route 64 at mile 7 $\frac{1}{2}$).
49 $\frac{1}{4}$	Alternative road via Verbovo (see mile 39 $\frac{1}{2}$ above) comes in from SW.
54	Byelgradchik.

ROUTE 58

ZAJEČAR—KULA—VIDIN, $34\frac{1}{4}$ miles

A carriage-road all the way, and believed to be fit for motor transport from Kula to Vidin over the loess plateau.

miles

0 **Zaječar** (495 ft.). Route leaves by the Knjaževac road.

$\frac{1}{2}$ On the outskirts of the town route branches off from the Knjaževac road in an ESE. direction.

$\frac{3}{4}$ Road crosses the Byeli Timok valley railway.

$1\frac{1}{4}$ Road crosses the **Byeli Timok**, and proceeds across the valley ESE.

2 Road crosses the light mineral railway, running S. from **Trnavac** to the mines of Mt. Cuka. Road continuing in a SE. direction ascends the hills on the E. side of the valley of the Byeli Timok.

$6\frac{1}{4}$ Road reaches the Bulgarian frontier. Alt. 1,312 ft. Custom-house. Bulgarian military post.

Road turns in an easterly direction, its general tendency being downwards.

$9\frac{1}{2}$ Cross-road to **Staropatitsa**, 5 miles, and **Rakovitsa**, $9\frac{1}{4}$ miles, branches SW. From Rakovitsa tracks lead NE. to **Vidin** and SE. to **Byelgradchik**. The Kula road turns NE.

$14\frac{1}{4}$ **Kula**, alt. 981 ft. Tatar and Circassian settlement.

$16\frac{3}{4}$ Branch road NW. crossing to N. bank of the Topolovitsa to **Voinitsa**, $4\frac{1}{4}$ miles.

20 Tracks :

(i) NE. to **Dolni Turchin** (Carpetrovo), 3 miles.

(ii) S. to **Chichil**, $1\frac{1}{2}$ mile (see Route 66 at mile $68\frac{1}{4}$).

$25\frac{1}{2}$ Track SE. to **Bukovets** (see Route 66 at mile $68\frac{1}{4}$).

$30\frac{1}{4}$ Branch roads :

(i) S. to **Tatardzhik**, $\frac{3}{4}$ mile, and thence track to **Vidbol**, 4 miles. Branch road $\frac{1}{2}$ mile S. of Tatardzhik SW. to Bukovets, 3 miles (see Route 66 at mile $68\frac{1}{4}$).

miles

(ii) N. to **Rubtsi**, 2 miles, whence to Vidin-Grads-kov road, $3\frac{1}{2}$ miles (see Route 59 at mile 3).

$31\frac{1}{4}$ **Novoseltsi.** Road crosses to E. bank of stream and proceeds ENE. The country is liable to flood.

$34\frac{1}{4}$ **Vidin.**

ROUTE 59

VIDIN—GRADSKOV, $28\frac{1}{2}$ miles

This road leaves Vidin in a WNW. direction. It is a third-class road, fit for horse transport. It runs up the valley of the Topolovitsa through hilly country and stops short of the Serbian frontier, which can only be passed at this point by rough tracks and a few fords across the Timok.

miles

0 **Vidin.**

3 Road reaches N. bank of the **Topolovitsa**, which it follows, among low hills, covered with young oaks.

Branch road SSE. down the Topolovitsa for $\frac{3}{4}$ mile, and then SW. across the river to **Rubtsi**, $\frac{3}{4}$ mile, whence S. to Kula-Vidin road, 2 miles (see Route 58 at mile $30\frac{1}{4}$).

6 **Girtsii.** Track from Dinkovitsa and Negotin-Vidin road comes in from the NE. (see Route 60 (A) at mile $18\frac{1}{2}$). Supplies of sheep and cattle from neighbourhood.

The road crosses numerous affluents of the Topolovitsa.

$10\frac{1}{2}$ Road turns NW. up an affluent of the Topolovitsa and ascends the ridge.

$12\frac{1}{2}$ Alt. 833 ft. Track from Negotin-Vidin road joins here (see Route 60 (A) at mile $14\frac{1}{2}$).

Road now pursues a winding course W.

$14\frac{1}{2}$ Road turns S. for $\frac{3}{4}$ mile.

$15\frac{1}{4}$ Road turns SW.

miles

- 16 $\frac{1}{4}$ **Funden** S. of road, which now turns W. From here onwards numerous tracks go N. to the Timok valley.
- 17 $\frac{1}{4}$ Track S. to **Rabrovo**, $\frac{3}{4}$ mile.
- 18 $\frac{1}{4}$ Road now turns SW.
- 21 $\frac{3}{4}$ Track NNW. to **Shipikova**, $\frac{3}{4}$ mile, whence across the watershed to **Brakevtsi**, $3\frac{3}{4}$ miles (see Route 60 (A) at mile 17 $\frac{3}{4}$).
- 23 Branch road NNE. to Shipikova.
- 26 Branch road SW. and S. to **Halovo**, 3 miles.
From Halovo a track SE. runs to **Gulemanovo**, $4\frac{1}{2}$ miles, whence to **Kula**, $9\frac{3}{4}$ miles (see Route 58 at mile 14 $\frac{1}{4}$).
- 28 $\frac{1}{2}$ **Gradskov**, whence track N. to a ford across the Timok (2 miles), and Nish railway.

ROUTE 60

NEGOTIN—BREGOVO—VIDIN, $23\frac{1}{2}$ or 31 miles

This road is reported fit for all traffic.

miles

- 0 **Negotin.** Road leaves Negotin in an ESE. direction.
- 1 Road crosses the Timok valley railway.
- 3 Route takes turning to S. about $\frac{1}{4}$ mile before reaching outskirts of Bukovča town.
- 3 $\frac{1}{2}$ **Bukovča.**
- 5 $\frac{3}{4}$ Road crosses the railway.
- 6 $\frac{1}{4}$ Road turns ESE.
- 7 Road crosses small stream flowing to join the Timok.

Branch road leads S. along W. side of the **Timok** valley, accompanied by the Timok valley railway, to **Velikovo** (2 miles). Thence it is continued by a track up the valley of the Timok.

miles

The Bregovo road turns ESE., and crosses first the Timok valley railway, and then the light railway which runs along l. bank of the Timok from **Radujvac** station ($5\frac{1}{2}$ miles N. of this point) to the neighbourhood of **Velikovo**.

$8\frac{1}{4}$ Road reaches the Timok river, which here constitutes the Bulgarian frontier. The stream was apparently not bridged at the time of the outbreak of the present war.

$8\frac{3}{4}$ **Bregovo**, on E. bank of a loop of the river Timok. A modern town, founded by Roumanian immigrants in second half of nineteenth century (about 500 houses).

Branch road runs SSW. $2\frac{3}{4}$ miles, then bifurcates :

(i) Track W. to **Koilovo**, $1\frac{3}{4}$ mile, and down the Timok valley.

(ii) Track S. to **Kosovo**, 1 mile.

From Bregovo to Vidin there are two roads.

ROUTE (A) DIRECT

Fit for all kinds of traffic.

$10\frac{3}{4}$ Tracks :

(i) WSW. to **Rakitintsa**, $1\frac{1}{2}$ mile.

(ii) ENE. to **Novoselo**, 6 miles (see Route B at mile $18\frac{1}{2}$).

11 Track WSW. to vineyards and large wine vaults, $1\frac{3}{4}$ mile.

Road now enters vineyard country.

$14\frac{1}{2}$ Branch road SW. to Dyelenska valley, $2\frac{1}{2}$ miles, and Vidin-Gradskov road (see Route 59 at mile $12\frac{1}{2}$).

15 **Ginzovo** NE. of road.

Road crosses E. shoulder of hill, alt. 771 ft., and runs between vineyards.

$17\frac{3}{4}$ Track NW. to **Chorokalina**, 1 mile ; whence track up N. bank of Dyelenska SW. and then W. to **Teya-**

miles

novo (Tiyanovtsi), 3 miles, and **Dyeleina**, $9\frac{1}{2}$ miles. Hence bad track W. across hills to Timok valley and Negotin–Nish railway at **Brakevtsi**, 17 miles, which is about equidistant ($3\frac{1}{2}$ miles) from **Brusnik** and **Rayac** stations (see Route 59 at mile $21\frac{3}{4}$). The river is crossed by a ford fortified on the Serbian side.

Route now crosses to S. bank of **Dyelenska**.

18 $\frac{1}{2}$ Track SW. to **Dinkovitsa**, $1\frac{1}{4}$ mile, and **Girtsi**, $2\frac{1}{2}$ miles, on Gradskov–Vidin road (see Route 59 at mile 6).

20 $\frac{3}{4}$ **Smerdan** NE. of road.

Branch roads :

(i) W. to Vidin–Gradskov–Halovo road, $1\frac{1}{4}$ mile (see Route 59).

(ii) ENE. to **Inovo**, $\frac{3}{4}$ mile, whence E. to **Kapetanovtsi**, $2\frac{3}{4}$ miles (see Route B at mile $28\frac{1}{2}$).

23 Road crosses to S. bank of **Topolovitsa**.

23 $\frac{1}{2}$ **Vidin**.

ROUTE (B) VIA NEGOVANITSA

This is a fair carriage-road over undulating country. From **Bregovo** this road proceeds N.

8 $\frac{3}{4}$ **Baleevo** on E. bank of **Timok**.

11 **Rakovitsa Vlaska**, Vlach settlement.

12 $\frac{1}{4}$ Road turns NE. and approaches Danube.

15 $\frac{1}{2}$ **Vriv**, village of solidly built cottages.

18 $\frac{1}{2}$ **Novoselo**. Track along Danube bank diverges here, passing through several villages, and rejoining at mile $30\frac{1}{4}$ below. There are many vineyards in the neighbourhood.

Two tracks to main route :

(i) SW. $5\frac{1}{2}$ miles (see Route A at mile $10\frac{3}{4}$).

(ii) SSW. $5\frac{1}{2}$ miles to **Ginzovo** (see Route A at mile 15).

21 Road crosses E. shoulder of hill, alt. about 715 ft.

Tracks :

(i) NE. to **Florentin** on Danube, $1\frac{1}{2}$ mile.

(ii) SW. to **Ginzovo**, 4 miles.

miles	
22½	Tracks : (i) NNE. to Florentin , 1½ mile. (ii) SW. to Gungurus , 1¼ mile.
24½	Negovanitsa .
28½	Kapetanovtsi W. of road. Track W. to Inovo , 2 miles, and Smerdan , 2¾ miles (see Route A at mile 20¾).
30¼	Road crosses to S. bank of Topolovitsa . Track along Danube (see at mile 18½ above) rejoins road.
31	Vidin .

ROUTE 61

ADRIANOPLE—PHILIPPOPOLIS—SOFIA, 195½ miles

This is part of the high road from Constantinople to Belgrade. It is metalled throughout, and fit for motor transport, though there is a difficult section from Vetren to just beyond Ihtiman.

miles	
0	Adrianople , alt. about 130 ft. The road leaves Adrianople W., crossing the Tunja by the Michael bridge, and then goes WNW. to Mustafa Pasha, at a distance of 1 mile from the N. bank of the Maritsa. Railway accompanies river on S. bank.
1	Michal Köprü (Michael bridge) to W. bank of river Tunja . Suburb on N., small stream and trees on S. up to mile 5. Between this point and Mustafa Pasha the road crosses numerous affluents of the Tunja ; all of them are bridged.
12	Veran Teke .
13¾	Track SW. to Kadiköi railway station on S. bank of the Maritsa, 2 miles.
15	Track S. to farm-house, ¾ mile, and to Kadiköi station.

miles

- 18 Bulgarian frontier (1913).
- 20 $\frac{1}{4}$ **Mustafa Pasha** (Svilen), pop. 4,000. Garrison town. Stone bridge to W. bank of the **Maritsa**. Road now keeps S. of the Maritsa.
- 21 $\frac{1}{2}$ Track WSW. to Papasköi and Gumuljina (see Route 6).
- 23 Branch road SW. to Mustafa Pasha railway station, $\frac{1}{4}$ mile.
- 23 $\frac{1}{4}$ Road crosses to W. of railway, and turns NNW. Hills W., and marshy ground E. The road continues to cross many affluents of the Maritsa.
- 27 $\frac{1}{2}$ Road crosses to N. of railway.
- 29 **Hebibchevo** (Lyubimets), alt. 240 ft., pop. about 3,000.
Road SW. to Papasköi and Gumuljina (see Route 7).
- 29 $\frac{1}{4}$ Hebibchevo railway station.
- 30 $\frac{1}{4}$ Road and railway pass through a gap, fortified E. and W.
Road crosses two streams.
- 31 Road turns W. and enters slightly wooded country to Harmanli railway station.
- 34 Road crosses to S. of railway.
- 34 $\frac{3}{4}$ Alt. 429 ft. Road turns NW.
- 35 $\frac{3}{4}$ Road crosses to N. of railway.
- 37 Road and railway enter defile of river.
- 38 $\frac{3}{4}$ Road crosses to N. of railway.
- 39 $\frac{3}{4}$ Harmanli railway station, alt. 282 ft.
- 41 **Harmanli**, pop. 4,154. Road leaves river valley and railway, and bends NNW. for $\frac{1}{2}$ mile.
- 41 $\frac{1}{2}$ Branch road N. to Seimen and Stara Zagora (see Route 101).
Road turns W.
- 43 Alt. 561 ft.
- 43 $\frac{3}{4}$ Semicircular turn, $\frac{1}{2}$ mile.
- 46 $\frac{1}{2}$ Track N. to **Ovadzhik**, 2 miles, and Tirnovo Seimen

miles

village and railway junction station,^v 7 miles (see Route 101 at mile 8).

47 Branch road W. to **Haskovo** up **Bok Dere** valley to **Uzundzhovo**, $7\frac{3}{4}$ miles, whence SW. to main road, 12 miles (see below at mile 59). There is a road from **Uzundzhovo** to **Kayadzhik** (Kamenets) railway station, $8\frac{1}{2}$ miles (see below at mile $61\frac{1}{2}$).

$47\frac{1}{4}$ Road crosses to W. bank of stream by a bridge.

48 Road turns S. for $\frac{3}{4}$ mile, descends, and then turns W.

$48\frac{1}{2}$ Road runs up the **Olu Dere** for 4 miles, and then up the valley of an affluent to **Haskovo**.

49 Road turns SW.

52 **Durali**.

53 Road crosses stream, turning slightly WNW.

54 **Gyuvendikli**, $\frac{1}{4}$ mile N.

$54\frac{1}{2}$ Road crosses a stream by a bridge.

59 Branch road via **Uzundzhovo** rejoins main road (see above at mile 47).

$60\frac{1}{2}$ **Haskovo**.

Branch roads as follows :

(i) W. to **Arsenik Banya**, 11 miles, thence N. as a track to **Susam**, 13 miles, **Bodrovo**, 19 miles, and the main road at **Kayali**, $21\frac{1}{2}$ miles (see below at mile 75).

(ii) SW. to **Kirjali** (see Route 9).

(iii) Several tracks S. to the **Olu Dere** valley.

(iv) SE., a poor road to **Tekeköi**, 7 miles, **Kyutyukli**, 10 miles, whence it ascends to the main Rhodope ridge at **Kadiköi** (alt. 1,470 ft.), and descends to **Kasak Mahala** and river **Arda**, 22 miles.

Road turns N.

$61\frac{1}{2}$ Branch road N. to **Kayadzhik** railway station, 9 miles, with branches, E. at mile $1\frac{1}{2}$ and SE. at mile 5, to **Uzundzhovo**. From **Kayadzhik** a track leads N.

miles

over a wooden bridge to **Syulemeshli** (Sredets) on road to Stara Zagora (see Route 102 at mile 25).

Road turns NNW.

63 Road crosses to N. bank of stream by a bridge and turns NW.

67 $\frac{1}{4}$ Road crosses to W. bank of the **Dobrich** by a bridge. **Semicha** to S. of road.

71 $\frac{1}{2}$ **Kuru Cheshme.**

75 **Kayali.**

Branch tracks :

(i) Alternative track and road from **Haskovo** (see branch (i) under mile 60 $\frac{1}{2}$ above) joins here from the S.

(ii) NNE. to **Skobelevo** village and Chirpan railway station, 3 $\frac{1}{2}$ miles, thence NNW. by wooden bridge over the Maritsa as a road to **Chirpan**, 12 $\frac{3}{4}$ miles (see Route 100 under mile 30 $\frac{3}{4}$).

79 $\frac{1}{2}$ **Chitak.**

83 $\frac{1}{2}$ **Debr** (Dervent).

Branch roads :

(i) WSW. to **Izbegli**, 10 miles, whence track to **Stanimaka**, 17 miles (see Route 15 at mile 26 $\frac{1}{2}$). There is a poor road from Izbegli to Papazli, 7 $\frac{1}{2}$ miles, through rice-fields.

(ii) Circuitous route to **Stanimaka** SW. via **Delbok Izvor** (see Route 15 at mile 26 $\frac{1}{2}$, branch road i).

(iii) NE. to **Borisovgrad** town and railway station, pop. 1,880, seat of a prefecture.

87 Hill to S., alt. 833 ft.

91 $\frac{1}{2}$ **Papazli** village and railway station, alt. 459 ft., pop. 800. Corn and bean trade.

Branch roads :

(i) S. to **Izbegli**, 7 $\frac{1}{2}$ miles. A poor road.

(ii) NE. to Chirpan, 14 $\frac{3}{4}$ miles, and Stara Zagora (see Route 100 at mile 16).

Road keeps close to the Maritsa, and runs W.

miles

to Philippopolis through marshy country and rice-fields.

92 $\frac{3}{4}$ Road crosses to W. of railway.

95 Road leaves railway.

98 Track S. to **Sadovo** railway station, 1 $\frac{1}{2}$ mile.

100 $\frac{3}{4}$ Track S. to **Katunitsa** railway station, 3 miles, whence a first-class road leads S. to Stanimaka, 10 miles.

Road crosses to E. bank of the **Stanimachitsa** by a stone bridge.

107 $\frac{1}{2}$ **Philippopolis** (Plovdiv), alt. 528 ft. Railway junction station, 1 milé SW. of town.

Branch roads :

(i) WSW. to Peshtera (see Route 22).

(ii) S. to Chepelare, with branch to Ferdinandovo (see Route 15, A).

(iii) SE. to Stanimaka, with branch to Kuklen (see Route 15, B).

(iv) ENE. to **Manole**, 11 miles, and **Cheltekeche**, 25 $\frac{1}{2}$ miles. This road is first class for the first three or four miles, and then third class. It starts N. of the river, leading ENE. out of the suburb of Philippopolis. It passes through rice-fields most of its way.

(v) NE. to **Alifakovo**, 10 $\frac{1}{2}$ miles, and **Brezovo**, 21 miles. This road is first class as far as Alifakovo, and then third class to Brezovo. It starts N. of the river leading NE. out of the suburb. It passes through rice-fields for the first six miles.

(vi) N. to Karlovo (see Route 81).

(vii) NNW. to Pirdop (see Route 78).

Road crosses to N. bank of the Maritsa by stone bridge, and passes through a suburb.

108 Road bends W. at right angles, and runs close to river, at first through rice-fields.

109 $\frac{1}{2}$ Road crosses to W. of Stara Zagora railway.

miles

117 $\frac{3}{4}$ Track N. to **Tsalapitsa**, 2 $\frac{1}{2}$ miles, and thence NE. to **Karnofola**, 7 $\frac{1}{2}$ miles, and **Golemo Konare** (see Route 78 A at mile 8), 13 $\frac{1}{2}$ miles.

118 $\frac{3}{4}$ Road leaves river.

120 $\frac{1}{2}$ Road passes through rice-fields.

123 $\frac{1}{2}$ Track N. to **Doganovo Konare**, 1 mile.

126 $\frac{1}{2}$ Road crosses to W. bank of the **Luda Yana** by a bridge.

Branch road at NNE. up the Luda Yana to **Pishtigovo**, 5 miles, with branch at **Doganköi** (2 miles) to **Golemo Konare**, 8 miles from Doganköi.

129 $\frac{1}{2}$ **Tatar Bazarjik**,

Branch roads and tracks, as follows :

(i) Track NE. to **Chernogorevo**, 6 $\frac{1}{2}$ miles through rice-fields, crossing the Luda Yana at mile 6, whence numerous tracks W. and NW. connect with the Philipopolis-Pirdop road (see Route 78).

(ii) Track SE. to **Myuselime**, 3 miles, on the river Maritsa.

(iii) Road S. to Peshtera, 13 miles, and thence to Nevrokop (see Route 23).

(iv) Road W. to Samokov (see Route 40).

(v) Alternative route from Tatar Bazarjik, running for 3 miles $\frac{1}{2}$ to $\frac{3}{4}$ mile S. of the main Sofia road, and joining the main road at the bridge over the **Topolnitsa**. A track from this road $\frac{1}{2}$ mile short of its junction with the Sofia road fords the Topolnitsa, runs through rice-fields for 4 miles, and joins the main Sofia road at 6 $\frac{3}{4}$ miles from Tatar Bazarjik. From the point where this track turns N. to join the main road, there is a branch track of 2 miles fording the Maritsa, and running SW. to **Kovachevo**.

(vi) Poor road NNW. to **Kalugorovo**. This road fords the Topolnitsa at mile 5, and then keeps close to the S. bank of the Topolnitsa until it reaches

miles

Kalugorovo, 15 miles. It enters Kalugorovo (which is on the N. bank of the Topolnitsa) by means of a ford.

(vii) Poor road NW. to Kalugorovo. This road branches NW. from the Tatar Bazarjik-Pirdop road at mile 4. It then skirts the rice-fields north of the Topolnitsa, and runs to Kalugorovo, 14 miles.

(viii) Road N. to Pirdop (see Route 77).

Road runs NW. through rice-fields for $5\frac{1}{2}$ miles.

131 $\frac{1}{2}$ Road crosses the **Topolnitsa**. It now runs at a distance of 1 to $1\frac{1}{2}$ mile from the river.

135 $\frac{1}{2}$ Road enters hilly country.

137 **Boshulya**. Branch track NW. to **Karabunar**, $1\frac{1}{2}$ mile.

140 $\frac{1}{2}$ Road enters wooded country, gradually leaving the Maritsa valley, and ascending a small valley to Palanka.

144 $\frac{1}{2}$ **Vetren**.

147 $\frac{1}{2}$ **Palanka**. Road ascends the E. hills of the watershed between the Tatar Bazarjik and the Sofia plain. The highest point on the S. of the road is about 3,280 ft., on the N. about 3,875 ft.

154 Road begins to descend. Poor tracks run to the track from mile 157 to Kostenets.

157 Road enters wooded country, and approaches the railway from the E. to within $\frac{1}{4}$ mile.

Track S. to **Banya Kostenets** railway station, 6 miles, and village, $8\frac{1}{2}$ miles.

157 $\frac{1}{2}$ Road crosses stream and runs along edge of Belitsa Planina.

161 $\frac{1}{4}$ **Ihtiman**, alt. 2,067 ft., pop. 4,300, situated in a cup in the hills. Steam mills at railway station.

Branch roads :

(i) W. to the railway station, 1 mile.

(ii) To Samokov (see Route 41). This affords an alternative route to Sofia. At 15 miles from Ihti-

miles

man it leaves the Samokov road, going N. down the Golem Isker, and rejoining the main road at mile 189½ below. This route is much longer and more difficult (see Route 42).

Road runs through wooded country for a mile, ascending steeply.

165¼ Road approaches the railway and follows it for 7½ miles.

167 Alt. 2,188 ft.

168¾ Road crosses to W. of railway.

170 Alt. 2,388 ft.

171 Road crosses to E. of railway.

171½ **Vakarel**, alt. 2,696 ft. Highest point on railway between Sofia and Adrianople.

The road now leaves the railway.

Branch road SW. for 12 miles, joining the Ihtiman-Samokov road at **Chamurli**, 12 miles from Ihtiman.

175¼ Alt. 2,224 ft. Road crosses to NW. of railway.

Han Pobit Kamik.

Deep pass, with iron railway viaduct. Immediately after this the road crosses the **Gabra**, a tributary of the Stara Isker and descends the NE. slopes of the Lozemska Planina.

176¼ Road crosses to N. of railway.

176¾ Road crosses to W. of railway, and runs at a distance of 1–1½ mile from it all the way to Sofia.

179 **Novi Han**.

Branch road NNW. to **Novo Seltsi** railway station, 1¾ mile, and **Novo Seltsi**, 5¼ miles. Novo Seltsi has two factories. The road continues from Novo Seltsi for 4¼ miles to the Sofia-Plevna road.

For roads radiating from Novo Seltsi see Route 73 at mile 11½.

183½ Alt. 1,939 ft. Numerous tracks SSW. to Dolni and Gorni Lozen (see Route 42 at mile 16¼).

miles	
185½	Track NNW. to Kazichane railway station, 1¾ mile (see Route 73 at mile 11½).
187½	Road from Samokov via Dolni Pasarel joins main road (see Route 42 at mile 16¼).
188	Branch road SSW. to Dzherman , 2 miles, and bridge to W. bank of Golem Isker , 3 miles. W. of the bridge the road joins the road from Samokov along the Isker valley. There are medicinal baths W. of the road junction.
	Branch road N. to Knyazhevski Chiftlik , ½ mile.
188¼	Road crosses three streams.
188¾	Road crosses to W. bank of the Golem Isker by a bridge.
189½	Road from Samokov down the Isker valley (and alternative route from Ihtiman, see branch (ii) under mile 161¼, above) rejoins main road (see Route 42 at mile 29¼).
192¼	Road crosses stream. Branch track NE. to Slatina , 1 mile.
193½	Branch road NE. and then E. to Slatina, 1½ mile.
195½	Sofia (St. Kral cathedral).

ROUTE 62 A

SOFIA—BERKOVITSA—LOM PALANKA, 96¼ miles

DIRECT ROUTE

This route is the most important road (except Route 73) for commercial intercourse between S. Bulgaria and the Danube. It ranks as first-class, and is believed to be capable of taking motor traffic. It can be traversed by a carriage in 17–18 hours (the journey has actually been done in 10 hours). For the first eleven miles the road goes along the plain of Sofia, and then rises, crossing the Berkovska Planina by the Gintsi pass. It then descends the valley of the Brzi, and from

Berkovitsa the valleys of the Berkovitsa, Bitenya, and Ogost, and then passes across the desolate plateaus of the Danubian terrace to Tserovina: whence through even more desolate country to Lom Palanka. The road follows the Belgrade railway at a distance of $\frac{3}{4}$ to $1\frac{1}{4}$ mile as far as Kosten Brod station.

An alternative route from Sofia to Han Gintsi (see mile 29) is described at the end of Route 62 B.

miles

0 **Sofia.** Starting from the cathedral of St. Kral, road follows the Maria Louisa Ulitsa across the Slivnitsa Boulevard and the Lions Bridge, to the railway station. 300 yards W. of station, the road crosses to N. of the Belgrade railway. 200 yards further on, the Iskrets road (see Route 62 B) branches off to N. The road runs NW. and, for about 400 yards, keeps close to the Plevna railway.

$2\frac{1}{4}$ Road crosses to N. of **Suhodolska** river.

$3\frac{1}{2}$ **Vrbnitsa.** Road crosses to N. of **Banska** river.

$3\frac{3}{4}$ Branch road W. to **Obyelya**, $\frac{3}{4}$ mile.

$4\frac{3}{4}$ Alternative road to mile $12\frac{1}{4}$ as follows:

miles

2 Road crosses to N. of river **Cherna Bara.**

$2\frac{1}{2}$ **Mramor.** Road crosses river **Blato.**

5 **Zhiten.**

$5\frac{3}{4}$ **Golyanovtsi.**

7 **Dragovishtitsa.**

$9\frac{1}{4}$ **Batkovtsi.**

10 Road rejoins main road (see below) at mile $12\frac{1}{4}$.

$6\frac{3}{4}$ Track WSW. to **Voluyak**, $\frac{1}{4}$ mile, whence to Pirot road (see Route 54 at mile $45\frac{3}{4}$).

Road crosses to N. of affluent of Cherna Bara.

$7\frac{1}{2}$ Road crosses to N. of the **Cherna Bara.**

9 Track SSW. $2\frac{3}{4}$ miles to Pirot road (Route 54) at mile $43\frac{3}{4}$.

$9\frac{1}{2}$ Road crosses to N. of the **Byelitsa.**

miles

9 $\frac{3}{4}$

Branch roads :

(i) NE. to **Kosten Brod**, $\frac{1}{2}$ mile, whence a branch of $\frac{3}{4}$ mile back NW. to the main road.

(ii) WSW. to **Kosten Brod** railway station, $\frac{3}{4}$ mile ; then sharp NNW. for $1\frac{1}{2}$ mile to Shiyakovtsi, where it joins the Petrich road (see below) at mile $\frac{3}{4}$.

There is a track SW. from Kosten Brod station to the Pirot road (Route 54), $2\frac{1}{2}$ miles.

10 $\frac{1}{2}$

Road crosses to N. of the **Blato** by a bridge. From here the road begins to climb the bare and rocky foothills of the Balkans.

11

Alt. 1,794 ft. Branch roads :

(i) SE. to **Kosten Brod**, 1 mile.

(ii) WNW. via Petrich to Slivnitsa, as follows :

miles

 $\frac{3}{4}$

Shiyakovtsi. Road from Kosten Brod station joins here.

3 $\frac{3}{4}$

Petrich, alt. 1,798 ft.

Branch road NW., with road junction at mile $2\frac{1}{2}$: (a) NE. to **Bogbovtsi**, 4 miles, thence NE. to the main Berkovitsa road, 6 miles (see below, at mile $15\frac{1}{4}$). (b) N. to **Bezden**, $3\frac{3}{4}$ miles. (c) WSW. to **Opitsvyet**, $3\frac{1}{4}$ miles, whence SSW. to the Petrich-Slivnitsa road, $4\frac{1}{2}$ miles (see mile $6\frac{1}{4}$ below).

6 $\frac{1}{4}$

Branch road from **Opitsvyet** joins.

8 $\frac{1}{2}$

Slivnitsa railway station. Road crosses railway.

8 $\frac{3}{4}$

Slivnitsa village.

12 $\frac{1}{4}$

Branch road from **Batkovtsi** joins main road. The road ascends the W. side of the valley of the **Kriva**.

15 $\frac{1}{4}$

Branch road from **Opitsvyet** via **Bogbovtsi** joins main road from WSW. (see above, branch road (ii) under mile 11).

15 $\frac{1}{2}$

Byeledie Han, alt. 2,408 ft. Wooded country for 2 miles.

miles

15 $\frac{3}{4}$

Road now leads away from the Kriva valley and continues to climb, with many windings, into very rocky country.

19 $\frac{1}{4}$

Sherifov Han.

21 $\frac{1}{4}$

Branch road (second class) to Slivnitsa (see Route 54 at mile 33 $\frac{3}{4}$).

22 $\frac{1}{2}$

Branch road E. (via Iskrets) to Svogye on Sofia-Plevna railway (see Route 67).

23

Alt. 2,545 ft. Road to Tsaribrod via Shuma branches NW. from here (see Route 55).

25

Han Peschano.Brdo, alt. 2,710 ft. Road continues to ascend, with many windings.

28 $\frac{1}{2}$

Alt. 3,100 ft.

29

Han Gintsi, alt. 3,299 ft. Road from Iskrets (alternative route from Sofia, see Route 62 B) comes in from NE.

30 $\frac{1}{2}$

Han Kumichina Dubka. Branch road NW. to **Gintsi**, 2 miles, whence track to **Komshtitsa**, 11 $\frac{1}{2}$ miles.

31 $\frac{3}{4}$

Track SW. to **Gintsi**, 1 $\frac{1}{4}$ mile. Road climbs by great curves.

33 $\frac{1}{4}$

Branch track W. to **Komshtitsa**, 8 $\frac{1}{2}$ miles.

34 $\frac{3}{4}$

Petrov Han, alt. 4,718 ft Summit of pass.

Branch road WSW. to **Komshtitsa**, 9 miles (see Route 56). This road is not suitable for wheeled traffic.

Road now goes through thickly wooded country and descends with many windings, following the **Brzi**.

38 $\frac{3}{4}$

Han Doruk.

41 $\frac{3}{4}$

Alt. 1,450 ft. Valley is narrow here and at Klisura.

42

Klisura (pass).

42 $\frac{1}{4}$

Track NE. across to Vratsa road (see below), cutting off angle of road junction, 1 $\frac{1}{2}$ mile, joining Vratsa road at 1 $\frac{1}{4}$ mile E. of road junction.

miles

43 $\frac{1}{2}$

Road branches : (i) ESE. to Vratsa (see Route 68).
 (ii) Track N. along valley of the **Brzi**, rejoining main road at mile 48 below, after this road returns from its detour to Berkovitsa. Distance by track, 2 $\frac{1}{2}$ miles.

Road turns NW. and then WNW.

45 $\frac{1}{2}$

Berkovitsa town and railway station, alt. 1,400 ft., pop. about 5,250. Railway N. to Lom Palanka, Vidin, Vratsa. Carpet factory.

Track over very mountainous country to **Komshtitsa**, 17 miles. The track starts NW., at mile 1 $\frac{1}{4}$ it bears W., and then SW. At mile 5 it is 3,786 ft. above sea-level, and from there gradually bends S. It crosses the Komara Ridge (alt. 6,275 ft.) at mile 9, whence it descends gradually to Komshtitsa.

Road leaves ENE. along valley of the Berkovitsa, keeping from $\frac{1}{2}$ to 1 mile E. of railway for 7 $\frac{1}{2}$ miles.

48

Alt. 941 ft. Track from mile 43 $\frac{1}{2}$ above rejoins road.

48 $\frac{3}{4}$

Road bends NW., then N. for 8 $\frac{1}{2}$ miles down valley of the **Klisura** and **Bitenya**, keeping between the two rivers. Railway also runs down valley, W. of the road.

51 $\frac{1}{4}$

Road crosses to W. of the Klisura by a bridge.

53 $\frac{1}{4}$

Borovtsi village and railway station.

56 $\frac{1}{2}$

Alt. 564 ft.

57 $\frac{1}{4}$

Road crosses the **Ogost** by a bridge. Branch road NW. up the Ogost valley to Byelgradchik (see Route 63).

59 $\frac{1}{4}$

Kutlovitsa (Ferdinand) town and railway station, alt. 479 ft.; on W. bank of the Ogost. Pop. about 1,600.

60 $\frac{1}{4}$

Road, going due N., crosses railway, gradually leaves the Ogost, and begins to traverse the plateaus of the Danubian terrace.

61 $\frac{1}{2}$

Branch road NNE. to Rahovo down the Ogost valley (see Route 69).

miles

63 $\frac{1}{2}$ *Han.*

Track ESE. $\frac{1}{2}$ mile to Rahovo road (Route 69 at mile 4).

Road crosses to N. of large stream by a bridge.

63 $\frac{3}{4}$

Branch roads :

(i) W. to **Studena Bucha**, 2 $\frac{1}{2}$ miles.

(ii) E. and then NE. to Rahovo road, 1 $\frac{1}{2}$ mile (see Route 69 at mile 5).

64 $\frac{1}{2}$

Road crosses to N. of river **Lolna** by a bridge.

Branch road SE. and then E., crossing Rahovo road, and river Ogost, to Vratsa-Lom Palanka road at **Boichilovtsi** (see Route 70 at mile 23 $\frac{1}{2}$, and Route 69 at mile 5 $\frac{1}{4}$).

67 $\frac{1}{2}$

Branch road NE. to **Gabrovnitsa** village and railway station, 3 miles. A road leads NE. from Gabrovnitsa to **Progoryelets** on S. side of the river Tsibra, whence track for 18 miles down l. bank of the river to **Tsibar Palanka**, where the Tsibra joins the Danube.

68 $\frac{3}{4}$

Han Birovo.

71

Road crosses railway, which runs NW.

71 $\frac{1}{4}$

Vratsa-Lom Palanka road joins route here (see Route 70 at mile 32).

Branch track NW. to **Metkovets** village and railway station, 6 miles, whence NNE. to main road, 12 $\frac{1}{2}$ miles, at mile 82 $\frac{1}{4}$ below.

73

Road crosses to N. of the **Tsibra** by a bridge.

74 $\frac{1}{4}$

Tserovina. Road crosses to N. of river **Kazarovitsa** by a bridge, and passes through flat country to the Danube.

75 $\frac{1}{4}$

Road crosses to N. of river **Turlovitsa** by a bridge.

Branch track E. to **Dilgodyeltsi** on the Tsibra, 2 miles, whence NE. to **Progoryelets**, 3 $\frac{1}{2}$ miles (see above at mile 67 $\frac{1}{2}$).

82 $\frac{1}{4}$

Track from **Metkovets** (see mile 71 $\frac{1}{4}$ above) rejoins main road.

82 $\frac{3}{4}$

Raeovo.

miles

- 83 Road crosses to N. of the **Lutalnitsa** by a bridge. Plevna-Vidin road branches off to W. (see Route 89 at mile $76\frac{3}{4}$).
- 83 $\frac{3}{4}$ Plevna-Vidin comes in from E. (see Route 89 at mile 76).
- 88 $\frac{1}{4}$ Track NW. to **Dilgoshevitsa**, 1 mile, $\frac{1}{4}$ mile E. of the Lom.
- 91 $\frac{1}{4}$ **Golintsi**.
- 94 $\frac{3}{4}$ Roads from Tsibar Palanka and Rahovo join here (see Route 66 at mile $40\frac{1}{4}$).
Road crosses the Lom by a bridge.
Branch road to Byelgradchik-Lom Palanka road, $\frac{1}{2}$ mile (see Route 64 at mile $37\frac{3}{4}$).
- 95 $\frac{1}{2}$ Byelgradchik-Lom Palanka road joins here (see Route 64 at mile 38).
- 96 $\frac{1}{4}$ **Lom Palanka** (Danube bank), pop. 11,000. Railway to Mezdra and Vidin. Steamer station with anchorage for vessels. Leather manufacture and mills. Good water. Town stands on high ground.

ROUTE 62 B

SOFIA—BERKOVITSA, $50\frac{1}{4}$ miles

VIA ISKRETS

This is a second-class road to Berkovitsa. It avoids the Han Byeledie pass, but after 19 miles goes through very difficult and uninhabited country, crossing the Svidnya Kosmatitsa and the Mala Planina E. of the main road. It joins the main Sofia-Berkovitsa road (Route 62 A) at mile 29. This road does not seem to be much used.

miles

0

Sofia. The road leaves Sofia W. of the railway station (see Route 62 A) and diverges N. from the main Berkovitsa road 200 yards after this main road

miles

- crosses the Belgrade railway. The road almost immediately crosses the Plevna railway, and runs N. about 200 yards E. of the Plevna railway.
- 2 Road crosses to N. of the **Suhodolska** by a wooden bridge.
- 2 $\frac{1}{4}$ Road crosses to N. of Plevna railway.
- 3 Alt. 1,758 ft.
- 4 $\frac{1}{4}$ Track SE. to railway, $\frac{1}{2}$ mile.
- 4 $\frac{1}{2}$ **Iliyantsi.**
- 5 $\frac{1}{4}$ Road crosses to N. of river **Kakach** by a wooden bridge.
- 6 $\frac{1}{4}$ **Tryebich** on E., **Pogledets** on W. side of road.
- 6 $\frac{1}{2}$ Road crosses to N. of river **Cherna Bara** by a wooden bridge, and enters a wooded tract.
- 6 $\frac{3}{4}$ Road crosses to N. of the **Blato** river by a wooden bridge.
- Branch road (second class) NE. to **Kumaritsa**, 2 $\frac{1}{2}$ miles, crossing the railway just before the village; thence to **Kurilo** village and railway station, 4 $\frac{1}{2}$ miles.
- 7 $\frac{3}{4}$ **Mirovyane.** Track NE. to **Kotina**, 4 $\frac{1}{4}$ miles, and **Kurilo** station, 7 miles, where is sandstone defile, at beginning of wild country of the Isker.
- 10 $\frac{1}{4}$ **Dobroslavtsi**, alt. 2,100 ft. The road now begins rapidly to rise.
- 11 Branch road (second class) NW. to **Balsha**, $\frac{1}{2}$ mile, whence track SW. to **Golyanovtsi**, 3 $\frac{1}{2}$ miles. From Golyanovtsi tracks SW. to main Berkovitsa road.
- Road now passes through very mountainous and wooded country.
- 16 $\frac{1}{2}$ Track N. to Iskrets-Svogye road (see Route 67 at mile 11 $\frac{1}{2}$).
- Road turns NW. and ascends with many windings.
- 17 $\frac{1}{2}$ Road crosses to N. of the **Kriva.**
- 25 **Iskrets.** At Iskrets the road joins the route from the main Berkovitsa road to Svogye railway station

miles

(see Route 67 under mile $8\frac{3}{4}$), and proceeds west along it for $\frac{1}{4}$ mile.

25 $\frac{1}{4}$ Road branches N. from Svogye road up the valley of the **Brezinska**.

27 $\frac{3}{4}$ **Breze**.

30 $\frac{1}{4}$ Road begins to incline WNW. in order to get round the Srbnitsa mountain (4,477 ft.).

32 $\frac{1}{4}$ **Braikovtsi**. The road is now due N. of the Srbnitsa mountain. It now bears SSW.

33 $\frac{3}{4}$ **Han Gintsi**. Road joins the main Berkovitsa road (see Route 62 A at mile 29), and follows it to Berkovitsa.

50 $\frac{1}{4}$ **Berkovitsa**.

ROUTE 63

BERKOVITSA—BYELGRADCHIK, 51 miles

This route follows the Berkovitsa–Lom Palanka road (Route 62 A) as far as mile 57 $\frac{1}{4}$ from Sofia. It then turns NW. up the valley of the Ogost and affluent, ascending the flank of the Shiroka Planina. On the NW. side of the watershed it turns N. down the Lom, then W. to Byelgradchik, following the Gradska river through the Orle hills. The route is reported to have been made recently into a good military road.

miles

0 **Berkovitsa**. As far as mile 11 $\frac{3}{4}$ see Route 62 A, miles 45 $\frac{1}{2}$ –57 $\frac{1}{4}$.

11 $\frac{3}{4}$ Road crosses the **Ogost** and turns NW. up Ogost valley.

13 $\frac{3}{4}$ **Zhivovitsi**.

15 Track NE. to **Tserovene**, $\frac{1}{4}$ mile.

18 $\frac{1}{4}$ The Ogost now turns SW. Road continues NW. up affluent.

20 $\frac{1}{4}$ Alt. 810 ft.

miles

23 $\frac{1}{2}$ **Byelimel.**24 $\frac{1}{4}$

Branch road SW. up stream to monastery of St. John, 2 $\frac{3}{4}$ miles, **Zhelyezna**, 4 $\frac{3}{4}$ miles, and **Chiprovtsi**, 6 $\frac{1}{4}$ miles; lead and silver mines 2 $\frac{1}{2}$ miles distant, on Mount Kiyats.

25 $\frac{3}{4}$

Dmitrovtsi on S. bank of river.

27 $\frac{3}{4}$

Gornya Luka on S. bank of river.

29 $\frac{1}{2}$

Alt. 1,329 ft.

30 $\frac{1}{4}$ **Prevala.**

32

Road crosses watershed.

33

Road, with many windings, descends affluent of Lom.

35 $\frac{1}{2}$

Alt. 1,069 ft. Branch road SW. up Lom to **Gorni Lom**, 1 $\frac{1}{2}$ mile; iron mines 1 mile W. of village.

Road turns sharp NE. down Lom.

36 $\frac{1}{2}$ **Dolni Lom.**42 $\frac{1}{2}$

Alt. 755 ft. Road crosses river **Gradska** by bridge, W. of where this river joins the Lom. Road joins the Lom Palanka–Byelgradchik road (see Route 64 at mile 8 $\frac{1}{2}$), and turns SW. up the Gradska.

43 $\frac{1}{2}$

Branch road S. to Chyupren and Pirot (see Route 57 at mile 49 $\frac{1}{2}$).

46 $\frac{1}{4}$

Road crosses to W. of stream.

Branch road SW. across the Gradska to Chyupren (see Route 57 at mile 39 $\frac{1}{2}$).

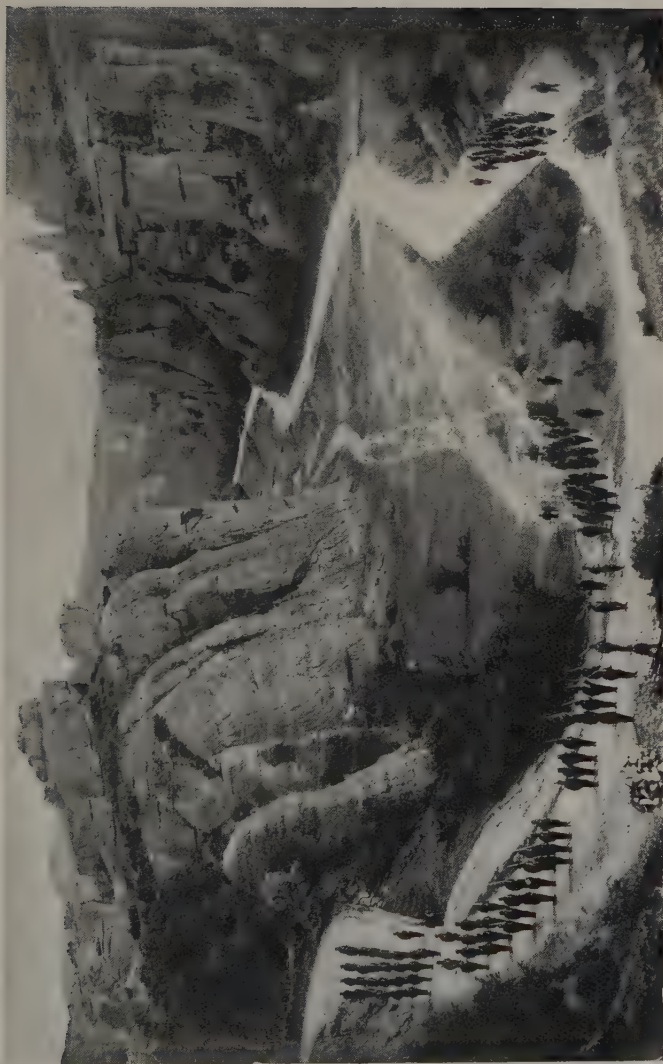
49

Road now leaves river valley and turns NE. into the hills (Plate III).

51

Byelgradchik, alt. 1,804 ft., pop. 1,100.

Stations on the Sofia–Vidin railway: (i) **Oryeshats**, reached by tracks NE. across the Stolovaya Planina, 5 miles. This track climbs to height of over 2,500 ft. There is a track to Oryeshats railway station from the Vidin road (Route 65) at mile 5, going E. through Kaluger and across the hills (total distance from Byelgradchik 7 $\frac{1}{4}$ miles). (ii) **Aleksandrovo**, along the Byelgradchik–Vidin road (see Route 65 at mile 13 $\frac{1}{4}$).



THE BYELOGRADCHIK DEFILE

ROUTE 64

BYELGRADCHIK—LOM PALANKA, $38\frac{3}{4}$ miles

This road follows the W., and lower, side of the Lom valley all the way to Lom Palanka. It is reported to be fit for motor transport. For the first $8\frac{1}{2}$ miles it follows in the reverse direction the Berkovitsa-Byelgradchik road (see Route 63 between miles $42\frac{1}{2}$ and 51).

miles

- | | |
|-----------------|---|
| 0 | Byelgradchik. |
| 2 | Road enters valley of the Gradska, which it follows to its junction with the river Lom. |
| $4\frac{3}{4}$ | Branch road SW. across river Gradska to Chyupren (see Route 57 at mile $39\frac{1}{2}$).
Road crosses to E. of stream. |
| $7\frac{1}{2}$ | Branch road S. to Chyupren and Nish (see Route 57 at mile $46\frac{1}{2}$): |
| $8\frac{1}{2}$ | Berkovitsa road leaves to S. (see Route 63 at mile $42\frac{1}{2}$). |
| $9\frac{1}{2}$ | Road, having rounded the Stolovaya Planina now runs NE. over easy country to Lom Palanka. |
| 12 | Ruzhintsi. Branch road NW. to Medovnitsa on Lom Palanka railway, $3\frac{1}{2}$ miles. |
| $12\frac{1}{2}$ | Track N. to Memedovtsi on railway, 3 miles, whence track close to railway up the Medovnitsa river to Karbintsi , $3\frac{1}{2}$ miles, and to Vodnyantsi village and railway station, $5\frac{1}{2}$ miles. From Vodnyantsi, track continues, following river and railway E. to Chorlevo on main road, $10\frac{1}{4}$ miles (see below at mile 20). |
| $13\frac{3}{4}$ | Track S. to Byeloptichine on N. bank of Lom, $\frac{1}{2}$ mile. |
| $14\frac{3}{4}$ | Track SSE. to E. bank of Lom and village of Drazhintsi , $\frac{1}{2}$ mile. |
| $16\frac{1}{4}$ | Track SE. to Byelopole on W. bank of Lom, $\frac{1}{2}$ mile. |

miles

- 20 Track from Vodnyantsi joins here (see above at mile $12\frac{1}{2}$).
Road crosses to E. of river Medovnitsa, and of railway.
Chorlevo village and station.
- $21\frac{1}{2}$ **Drenovets.**
- $21\frac{3}{4}$ Plevna-Vidin road branches N. here (see Route 89 at mile $88\frac{3}{4}$).
- $22\frac{3}{4}$ **Topalovets.**
- $24\frac{1}{4}$ Track S. to **Hassanova Mahala**, $\frac{1}{4}$ mile.
- $25\frac{3}{4}$ Track SSE. across Lom to **Krivabara**, $1\frac{1}{2}$ mile, whence S. to **Brusartsi** village and railway junction (for Lom Palanka branch) on the **Nechinska Bara**, $3\frac{3}{4}$ miles.
- 28 Track SE. to **Bairaktar Mahala** village and railway station, 1 mile.
- $28\frac{3}{4}$ Plevna-Vidin road joins from S. (see Route 89 at mile $81\frac{3}{4}$).
- $29\frac{3}{4}$ Track NW. to **Orsoya**, 4 miles (see Route 66 at mile $49\frac{1}{4}$).
- $31\frac{1}{4}$ Track SE. to **Vlashska Mahala** and **Stolishska Mahala**, $\frac{1}{2}$ mile.
- $32\frac{3}{4}$ Track SE. across Lom to **Krivodol**, 1 mile.
- $35\frac{1}{4}$ **Mamin Brod.**
- $37\frac{3}{4}$ Branch road to Berkovitsa-Lom Palanka road, at its junction with the Rahovo-Lom Palanka road, $\frac{1}{2}$ mile (see Route 62 A at mile $94\frac{3}{4}$).
- 38 Berkovitsa-Lom Palanka road joins here (see Route 62 A at mile $95\frac{1}{2}$).
- $38\frac{3}{4}$ **Lom Palanka** (Danube bank).

ROUTE 65

BYELGRADCHIK—VIDIN, $32\frac{1}{2}$ miles

This road runs in a general N. direction from Byelgradchik over the Stolovaya Planina. It crosses the Akchar at its junction with the Vrelska. The road then runs NW. across the Danubian terrace to Vidbol, where it joins the Lom Palanka–Vidin road. After passing the Stolovaya Planina the road keeps within a distance of $2\frac{1}{2}$ miles of the Sofia–Vidin railway. It is classed as a chaussée, fit for motor transport.

miles

- | | |
|-----------------|--|
| 0 | Byelgradchik. |
| $1\frac{1}{4}$ | Branch road NW. to copper mines, 1 mile. Tracks lead in a NW. direction to Rakovitsa , about 15 miles, whence the Vidin–Zaječar road can be reached by tracks. Owing to the direction of the rivers it would be best for wheeled traffic for Zaječar to take the longer route via Vidin (see Route 58). |
| | The main road has many curves. |
| 5 | Track NE. to Kaluger , $\frac{1}{4}$ mile, whence track E. across hills to Oryeshats railway station, $2\frac{1}{4}$ miles. |
| $5\frac{1}{2}$ | Road turns NW. to skirt hill, alt. 1,289 ft. |
| 7 | Road turns ENE. |
| 9 | Byela on E. of road. Road now approaches railway. |
| 11 | Road takes two sharp curves, and crosses to NW. of the Akchar by a bridge. |
| 12 | Aleksandrovo village. |
| $13\frac{1}{4}$ | Aleksandrovo railway station, on E. bank of the Akchar. The railway now makes a bend to NW.
Road now turns sharply WNW. for $\frac{1}{2}$ mile, keeping about $1\frac{1}{2}$ mile E. of the river Vidbol. |
| $13\frac{3}{4}$ | Road bends NW. through low oak woods. |
| 14 | Road crosses railway. |
| 17 | Alt. 869 ft. |
| $17\frac{1}{2}$ | Track WNW. to Goltupan railway station, $1\frac{1}{4}$ mile. |

miles

20	Alt. 774 ft.
24	Alt. 466 ft.
24 $\frac{3}{4}$	Branch road W. to Sinagovtsi village and railway station, 2 miles. Road crosses to N. of river Vidbol by a bridge. Nazir Mahala.
26 $\frac{1}{2}$	Vidbol. Road joins Lom Palanka–Vidin road (see Route 66 at mile 68 $\frac{1}{4}$). Country becomes marshy. Road crosses to N. of the Voinichka by a bridge.
28 $\frac{1}{4}$	Road crosses to N. of the Byelaradska by a bridge.
32 $\frac{1}{2}$	Vidin.

ROUTE 66

RAHOVO—LOM PALANKA—VIDIN, 74 $\frac{1}{4}$ miles

This route follows the main Vratsa–Rahovo road for 4 $\frac{3}{4}$ miles, and then the Berkovitsa–Rahovo road to $\frac{1}{2}$ mile beyond Bukevtsi. From here it turns NW. to Kozlodui; whence it follows up the bank of the Danube more or less closely to Vidin. In most of its independent course it is little better than a track, though it passes over easy country. A telegraph line follows it from Horlets to Vidin.

miles

0	Rahovo.
$\frac{3}{4}$	Track WSW. crossing the Skit (5 miles) by a ford N. of Saraevo, and rejoining main route E. of the Ogost ford (see mile 7 $\frac{1}{4}$ below). The telegraph line follows this track.
4 $\frac{3}{4}$	Road leaves Vratsa–Rahovo chaussée.
6 $\frac{1}{4}$	Bukevtsi. Road crosses to W. of the Skit .
6 $\frac{3}{4}$	Road leaves Berkovitsa–Rahovo road and turns NW. (see Route 69 at mile 42).
7 $\frac{1}{4}$	Road crosses to W. of the Ogost .

miles

7 $\frac{1}{2}$

Horlets. Track SW. to **Glizhene**, 1 $\frac{1}{4}$ mile (see Route 69 at mile 39 $\frac{1}{2}$).

14 $\frac{3}{4}$

Kozlodui. Danube anchorage.

Road now proceeds in a W. direction parallel to the Danube, at a distance of about $\frac{1}{2}$ mile from it.

26 $\frac{3}{4}$

Varosh. Road crosses to W. of **Tsibra**.

Branch roads NNE. to **Tsibar Palanka** and SSW. to **Progoryelets** (see Route 62 A at mile 75 $\frac{1}{4}$, and Route 70 at mile 29 $\frac{3}{4}$).

Road now leaves the Danube, but is never more than 3 $\frac{1}{2}$ miles from it.

28 $\frac{1}{2}$

Track NW. to **Chuchan**, 1 $\frac{1}{2}$ mile, **Labets**, 2 miles, whence up the bank of the Danube through **Linevo**, rejoining main road at **Dzhembekova Mahla**, 11 $\frac{1}{2}$ miles.

34

Kovachitsa.

40

Dzhembekova Mahala.

40 $\frac{1}{4}$

Road joins the **Berkovitsa-Lom Palanka** road (see Route 62 A at mile 94 $\frac{3}{4}$) and crosses to W. of **Lom**.

Road turns NW. Branch road W. to **Lom Palanka-Byelgradchik** road, $\frac{1}{2}$ mile (see Route 64 at mile 37 $\frac{3}{4}$).

41 $\frac{3}{4}$

Lom Palanka, on the Danube.

From this town the road follows the Danube more closely, sometimes skirting the foreshore for several miles. W. of **Lom Palanka** the road runs between a line of hills (alt. 560 ft.) and the Danube.

49 $\frac{1}{4}$

Orsoya, 1 mile from the river ; marshy country.

Track SSE. 4 miles to the **Lom Palanka-Byelgradchik** road (see Route 64 at mile 29 $\frac{3}{4}$).

Owing to marshy ground on the N. the road runs about 1 $\frac{1}{2}$ mile distant from the river. There are low hills immediately to the S. of the road almost all the way to **Vidin**. A network of tracks runs S. to the **Byelgradchik** road.

miles

53 $\frac{1}{2}$ Track SE. to **Sliva**, 1 mile.

56

Road crosses to W. of the **Skomliya** by a bridge, on the W. side of which is a guard-house.

Plevna-Vidin road joins here from the S. (see Route 89 at mile 94 $\frac{1}{2}$).

57 $\frac{1}{2}$

Road touches the Danube.

59 $\frac{1}{2}$

Akchar (anchorage on Roumanian bank). At Akchar the hills come close to the river, leaving only sufficient room for the road, which follows the river bank closely.

Road crosses to N. of river Akchar. From here to Vidin the road is better.

63 $\frac{1}{2}$

Road crosses to N. of stream.

64 $\frac{1}{4}$

Road crosses to N. of stream.

65 $\frac{1}{2}$

Anchorage to the W. of each of two islands in the river.

67 $\frac{3}{4}$

Road crosses to W. of river Vidbol by a bridge.

68 $\frac{1}{4}$

Vidbol. Byelgradchik-Vidin road joins here from SW. (see Route 65 at mile 26 $\frac{1}{2}$). Railway station E. of village.

Road crosses the **Voinichka**.

Tracks :

(i) N. to Zaječar-Kula-Vidin road, 4 miles (see Route 58 at mile 30 $\frac{1}{4}$). This track passes $\frac{1}{2}$ mile W. of **Tatardzhik**, to which it sends several tracks.

(ii) WNW. up the N. bank of the river Voinichka to **Trnyane**, 1 mile, and **Bukovets**, 3 $\frac{3}{4}$ miles. From Bukovets : (a) Track WNW. to the Kula road, 2 $\frac{3}{4}$ miles (see Route 58 at mile 25 $\frac{1}{2}$). (b) Track WSW. up the Voinichka, past a powder-factory, 1 mile, to **Chichil**, 8 $\frac{1}{2}$ miles, whence NNE. to the Kula road, 10 miles (see Route 58 at mile 30 $\frac{1}{4}$). (c) Road S. and SW. to **Rakovitsa** (see Route 65 at mile 1 $\frac{1}{4}$).

70

Road crosses to N. of stream.

miles

74 $\frac{1}{4}$

Vidin (centre of town). On the Danube and the S. bank of the Topolovitsa. In the centre of a marshy country, through which the roads run on low stone viaducts.

ROUTE 67

SHERIFOV HAN—SVOGYE—TSEROVO, 17 $\frac{1}{2}$ miles

This road, which is only second class, branches from the Sofia-Berkovitsa road, 3 $\frac{1}{4}$ miles N. of Sherifov Han, and follows closely the Iskrets river to its junction with the Golem Isker. At Iskrets the road connects with the alternative route from Sofia to Berkovitsa (see Route 62 B). The valley is thickly wooded; and the road crosses numerous streams. From Tserovo a very rough track runs along the Isker gorge to Vratsa and Mezdra. The Isker is fordable by horse.

miles

0 **Sherifov Han.**

3 $\frac{1}{4}$ Road branches E. from Sofia-Berkovitsa road (see Route 62 A at mile 22 $\frac{1}{2}$).

4 Road crosses to N. of stream.

4 $\frac{1}{2}$ **Zavidovtsi.**

8 $\frac{3}{4}$ **Iskrets.** From here the road deteriorates. The route from Sofia (via Iskrets) to Berkovitsa follows the road for $\frac{1}{4}$ mile, leaving it N. for Berkovitsa at the W. end of Iskrets, and SE. for Sofia at the E. end (see Route 62 B at mile 25).

Monastery to N. of road.

10 $\frac{1}{4}$ Track NW. to **Dobirchin.**

11 $\frac{1}{4}$ Road crosses to S. of river Iskrets.

11 $\frac{1}{2}$ Road crosses an affluent of the Iskrets, up which a track runs SW., joining Sofia-Iskrets road after a steep descent (see Route 62 B at mile 16 $\frac{1}{2}$). Distance 4 miles.

miles.	
11 $\frac{3}{4}$	Alt. 1,630 ft.
12 $\frac{1}{2}$	Road crosses to N. of river.
13 $\frac{3}{4}$	Svogye. From here to Tserovo, 1 hour by horse.
14	Branch road S., past monastery, across river Iskrets, to Svogye station on Sofia-Plevna railway, 1 mile.
14 $\frac{1}{4}$	Road crosses to E. of railway, then recrossing railway three times, follows down the Golem Isker to Tserovo.
17 $\frac{1}{2}$	Tserovo. Wildest part of Isker gorge begins. From Tserovo a track follows the Isker for 16 $\frac{1}{2}$ miles (see Plate IV), to Zvyerino . Here it bifurcates. One track leads N. over the hills to the Mezdra-Vratsa road, 25 miles (see Route 74 at mile 28 $\frac{1}{4}$). The other crosses to S. of the Isker, and joins Orhanie-Mezdra road, 23 $\frac{1}{2}$ miles (see Route 74 at mile 18 $\frac{1}{4}$).

ROUTE 68

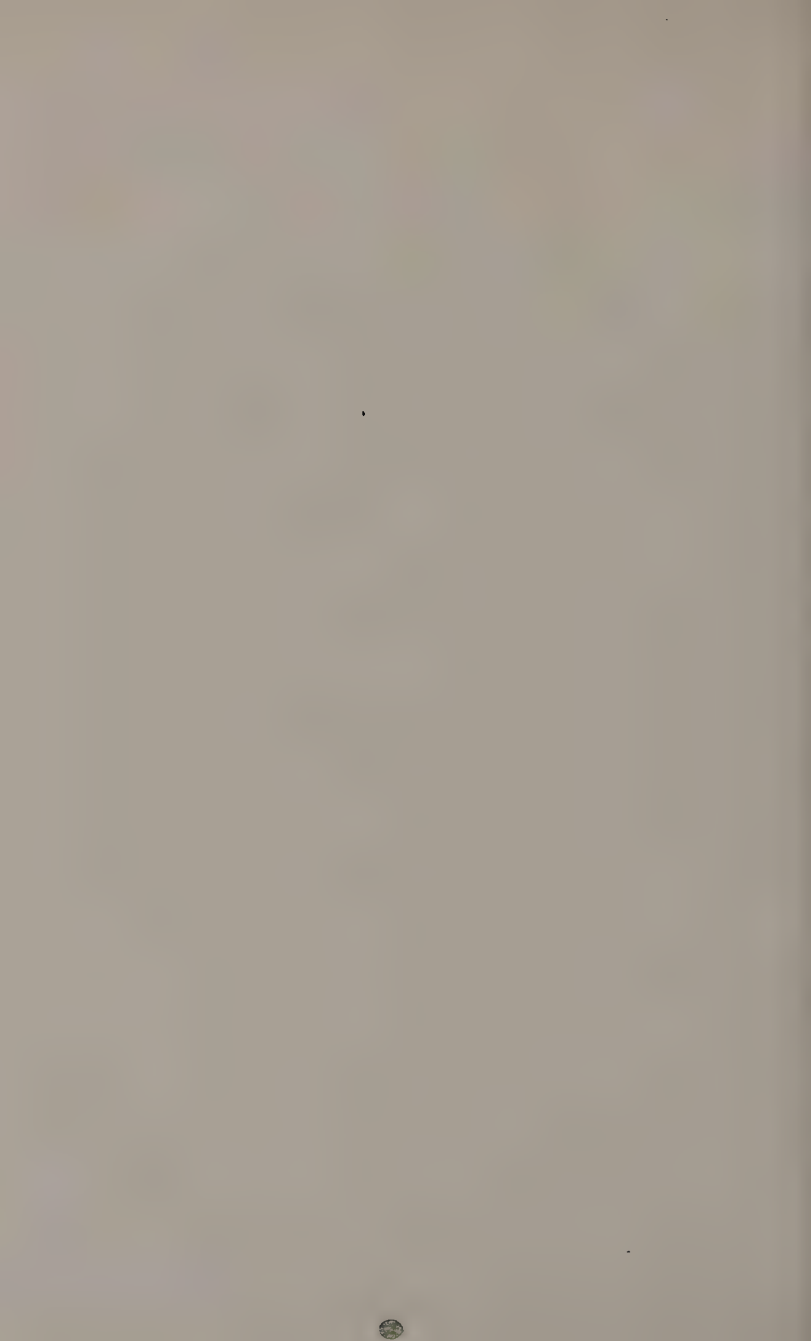
BERKOVITSA—VRATSA, 25 $\frac{3}{4}$ miles

A good cart-road, not suitable for motor transport.

miles	
0	Berkovitsa , alt. 1,400 ft. Route retraces Sofia road (Route 62 A, miles 45 $\frac{1}{2}$ –43 $\frac{1}{2}$) ESE., then SE.
2	Road branches ESE. from Sofia road and crosses the river Brzi , thence making a semicircular sweep round the E. mass of the Stara Planina to Vratsa.
3 $\frac{1}{2}$	Road crosses to E. of stream. Tracks : (i) SW. to Sofia road, 1 $\frac{1}{2}$ mile, cutting off angle of road junction, and joining Sofia road (Route 62 A) at mile 42 $\frac{1}{4}$. (ii) N. to Yanchov Chiftlik , $\frac{1}{2}$ mile.
5 $\frac{1}{2}$	Track SSE. to Spanchevtsi , 2 $\frac{1}{2}$ miles, whence ENE. to Virshets , 3 miles, and NE. down the Stara river to Mahala Serdar (Serdar Chiftlik), whence $\frac{1}{2}$ mile to main road (total length 9 miles), rejoining it at mile 12 $\frac{3}{4}$.



THE GORGE OF THE ISKER



miles

- 5 $\frac{3}{4}$ **Slatina.** The road now goes down N. bank of the river Shugavitsa.
- 7 $\frac{3}{4}$ Track NNE. to **Draganitsa**, $\frac{1}{2}$ mile.
- 10 $\frac{1}{4}$ Road crosses to E. bank of the **Shugavitsa**.
Gornya Mahala (Hadzhinska Mahala).
- 10 $\frac{3}{4}$ Road leaves the Shugavitsa, which bears due N.
- 12 $\frac{1}{4}$ Road crosses a tributary of the Shugavitsa.
- 12 $\frac{3}{4}$ Track from mile 5 $\frac{1}{2}$ rejoins main road from S.
Road crosses river to E. of the **Glavarska** by a stone bridge.
- 15 $\frac{3}{4}$ Road now reaches the most northerly point in its sweep. From here it runs SSW. and then SW. to Vratsa.
- 19 $\frac{1}{4}$ Track N. to **Babino Malo**, $\frac{1}{4}$ mile; whence track to Babino Malo railway station, 2 miles, and **Vlasa-titsa**, 5 miles; whence to Vratsa-Lom Palanka road, 7 $\frac{1}{2}$ miles (see Route 70 at mile 9).
- 22 Road crosses to E. of an affluent of river Botunya.
- 25 $\frac{1}{4}$ Road joins Vratsa-Lom Palanka road (see Route 70 at mile $\frac{1}{2}$) which comes in from the N. at outskirts of Vratsa.
- 25 $\frac{3}{4}$ **Vratsa.** Railway station on Vidin-Sofia railway line.

ROUTE 69

KUTLOVITSA—RAHOVO, 48 $\frac{3}{4}$ miles

This road, which is not good, leaves the Sofia-Berkovitsa-Lom Palanka road 61 $\frac{1}{2}$ miles from Sofia, and 16 miles N. of Berkovitsa. The road runs down the N. side of the Ogost valley, in a general NE. direction. It follows the railway closely to the railway junction of the Vratsa-Vidin main line.

miles

- 0 **Kutlovitsa** (Ferdinand).
For the first 2 $\frac{1}{4}$ miles see Route 62 A.
- 2 $\frac{1}{4}$ Lom Palanka road (Route 62 A) branches N

miles

4

(i) Track NW. to Lom Palanka road, 1 mile (Route 62 A at mile $63\frac{1}{2}$).

(ii) Branch road, fording the Ogost, $\frac{3}{4}$ mile, to **Byelotintsi**, 2 miles, whence roads (a) back to Rahovo road, NNW., $1\frac{3}{4}$ mile, with bridge over the Ogost, joining it at mile 5 below; (b) NNE. to the Vratsa-Lom Palanka road at **Boichilovtsi**, $2\frac{3}{4}$ miles (see Route 70 at mile $23\frac{1}{2}$).

5

Road from **Byelotintsi** (above) joins from SE.

Track W. to Berkovitsa-Lom Palanka road (see Route 62 A at mile $63\frac{3}{4}$).

 $5\frac{1}{4}$

Road crosses to N. of river **Lolna**.

Branch road from Boichilovtsi and Berkovitsa-Lom Palanka road crosses here (see Route 62 A at mile $64\frac{1}{2}$, and Route 70 at mile $23\frac{1}{2}$).

 $6\frac{3}{4}$

Erden, $\frac{1}{4}$ mile NW.

 $8\frac{3}{4}$

Vratsa-Lom Palanka road crosses here from SE. to NW. (see Route 70 at mile $25\frac{1}{2}$). Boichilovtsi village and junction station are respectively at 2 and $2\frac{1}{2}$ miles SE. on this road.

 $10\frac{3}{4}$

Tracks SE. and NW. to Vratsa-Lom Palanka road (Route 70), joining it at mile $19\frac{1}{2}$ and $29\frac{3}{4}$ respectively. The track going NW. passes near **Mircheva** railway station.

Road crosses railway.

 $13\frac{3}{4}$

Lyuta. Road turns ESE. following Ogost valley.

 $16\frac{3}{4}$

Kobilyak.

 $18\frac{3}{4}$

Gromshin. Road and valley turn ENE.

 $21\frac{1}{4}$

Koshan Lehchevo. Road and valley turn NE.

 $25\frac{3}{4}$

Dolnya Gnoinitsa. Plevna-Vidin road crosses here from E. to W. (see Route 89 at mile $54\frac{1}{2}$).

27

Branch road SSE. to **Minastinishte**, 1 mile.

 $29\frac{1}{2}$

Hairedin.

 $35\frac{1}{2}$

Butan. Track ESE., fording the Ogost, to **Sirbenitsa**, 2 miles, and thence to the Vratsa-Rahovo road (see Route 71 at mile $35\frac{1}{2}$).

miles	
39 $\frac{1}{2}$	Glizhene. Road crosses to E. bank of the Ogost , and leaves it on the W. Alternative tracks through Horlets .
42	Road from Lom Palanka comes in here (see Route 66 at mile 6 $\frac{3}{4}$).
42 $\frac{1}{2}$	Road crosses the Skit . Bukevtsi to NW. of road. Branch road SSE. to Vratsa-Rahovo road, 1 mile (see Route 71 at mile 39 $\frac{1}{2}$).
44 $\frac{1}{2}$	Vratsa-Rahovo road joins here (see Route 71 at mile 41 $\frac{1}{2}$).
48 $\frac{3}{4}$	Rahovo , pop. about 7,000. Town lies on slopes of sandy quartz. The buildings are mostly of stone. There is a ruined stone fort on a spur, SW. of the landing-stage.

ROUTE 70

VRATSA—LOM PALANKA, 57 miles

This route branches N. from the Vratsa-Berkovitsa road $\frac{1}{2}$ mile from the centre of Vratsa. Between miles 12 $\frac{1}{2}$ and 32 it is only a cart-road. It keeps $\frac{1}{2}$ to 3 miles from the Vratsa-Vidin-Lom Palanka railway up to Krivodol. The railway and road then run close together to the Ogost; beyond which the railway keeps N. of the road, until it crosses to the W. of the road at Gabrovnitsa. An alternative route, somewhat longer on the total, but reaching the Berkovitsa-Lom Palanka chaussée sooner, leaves this route at Boichilovtsi and follows a track to the chaussée (Route 62 A) at mile 64 $\frac{1}{2}$.

miles	
0	Vratsa.
$\frac{1}{2}$	Vratsa-Berkovitsa road branches to NW. (see Route 68 at mile 25 $\frac{1}{4}$).
9	Track NW. and then SW. across an affluent of Botunya to Vlasatitsa , 2 $\frac{1}{2}$ miles, and Babino Malo

miles

railway station, $5\frac{1}{4}$ miles; whence to Vratsa-Berkovitsa road, $7\frac{1}{2}$ miles (see Route 68 at mile $19\frac{1}{4}$).

$10\frac{3}{4}$ Road crosses to N. of stream.

$12\frac{1}{2}$ **Krivodol** village and railway station. Track E. to **Borovan**, 15 miles, on Vratsa-Rahovo road (see Route 71 at mile $19\frac{3}{4}$).

$13\frac{1}{2}$ Road crosses to N. of **Botunya**.

The road and railway now run down the W. side of the Botunya.

$16\frac{1}{2}$ Track N. across Botunya to **Rakyuovo Selo**, $\frac{1}{4}$ mile. Rakyuovo Selo railway station on W. bank of river.

$19\frac{1}{2}$ **Pali Lula**.

Track NW. across Botunya to **Ohrid**, $1\frac{1}{2}$ mile.

23 A track to **Gabrovnitsa** (mile $29\frac{3}{4}$ below), following the railway, branches off to the N. from here: it crosses the Kutlovitsa-Rahovo road after 3 miles, and then passes through **Mircheva** village (near station). Total length 7 miles (see Route 69 at mile $10\frac{3}{4}$).

$23\frac{1}{2}$ Boichilovtsi railway junction. Road crosses railway. **Boichilovtsi**.

A track leaves here due W. across the Ogost, 2 miles, to the Berkovitsa-Lom Palanka road, $4\frac{1}{2}$ miles (see Route 62 A at mile $64\frac{1}{2}$), crossing the Kutlovitsa-Rahovo road at $2\frac{1}{4}$ miles (see Route 69 at mile $5\frac{1}{4}$).

Road now turns NNE.

$24\frac{1}{2}$ Road crosses to N. of the **Ogost**.

25 **Minkova Mahala**. Road turns NW.

$25\frac{1}{2}$ Road crosses Berkovitsa-Rahovo road (see Route 69 at mile $8\frac{3}{4}$).

$29\frac{1}{2}$ Branch road from Berkovitsa-Lom Palanka road joins here, $2\frac{3}{4}$ miles (see Route 62 A at mile $67\frac{1}{2}$).

Road now bends N.

$29\frac{3}{4}$ Road crosses the **Birovo**.

Gabrovnitsa village and railway station.

miles

From here roads lead (i) NE. for 8 miles to **Pro-goryelets** on the S. side of the river Tsibra, whence tracks for 18 miles down the river (on the north or left bank) to **Tsibar Palanka**, where the Tsibra joins the Danube; (ii) ESE. back to the Kutlovitsa-Rahovo road, $4\frac{1}{4}$ miles, passing near Mircheva station.

Road crosses to N. of railway, which it now leaves altogether. The road turns NW.

32 Road joins Berkovitsa-Lom Palanka chaussée. From here to Lom Palanka see Route 62 A, miles $71\frac{1}{4}$ - $96\frac{1}{4}$.

57 **Lom Palanka.**

ROUTE 71

VRATSA—RAHOVO, $46\frac{1}{4}$ miles

The road runs NE. over hilly but not very difficult country to the valley of the Skit, where the country becomes flatter. It is a second-class road.

miles

0 **Vratsa.** The road leaves in NNE. direction.

$\frac{3}{4}$ Road crosses railway.

$3\frac{1}{2}$ Road crosses affluent of the Botunya, and turns NE., rounding the NW. of the Borboreo Kamik, alt. 2,568 ft.

$9\frac{1}{4}$ Track SE. down small stream to **Mramoren.**

The road now runs SE. of the Milin Kamik, alt. 1,453 ft.

$12\frac{3}{4}$ **Banitsa.**

$13\frac{3}{4}$ Track ENE. to **Ohoden** and river Skit, 1 mile.

$19\frac{3}{4}$ **Borovan.**

miles

Branch road (third class) SW. to Krivodol, as follows :

miles

4 $\frac{1}{2}$

Road crosses the river **Ribina**, and runs up valley of the **Rakevats**.

7

Road crosses the **Rakevats**. Village of **Devene**. Road now turns SW.

10 $\frac{1}{2}$ **Osen.**

15

Krivodol, on Vratsa-Lom Palanka road, village and railway station (see Route 70 at mile 12 $\frac{1}{2}$).

20 $\frac{1}{4}$

Branch road (second class) ENE. to Knyazha, as follows :

miles

9 $\frac{1}{2}$ **Byela Slatina.**9 $\frac{3}{4}$

Road crosses the Skit by a bridge.

13 $\frac{3}{4}$

Road crosses ancient *vallum*.

16 $\frac{1}{2}$

Knyazha. (See Route 76 at mile 23 $\frac{3}{4}$.)

25 $\frac{1}{2}$

Track NW. to **Dobarlyevo**, $\frac{1}{2}$ mile.

27 $\frac{3}{4}$

Track E. to **Altimir**, $\frac{1}{4}$ mile (see Route 89 at mile 43).

28 $\frac{1}{4}$

Track from Plevna to Vidin crosses here SE. and NW. (see Route 89 at mile 43 $\frac{1}{2}$).

28 $\frac{3}{4}$

Road runs close to W. bank of the **Skit** for $\frac{1}{2}$ mile, and then cuts across low hill to avoid bend in the Skit.

32 $\frac{1}{4}$

Road crosses to N. of river **Birzina** just before it flows into the Skit.

The Skit again approaches the road for $\frac{1}{2}$ mile.

32 $\frac{3}{4}$

Track NE. to **Lipnitsa** on E. bank of the Skit, $\frac{3}{4}$ mile.

34 $\frac{1}{4}$

The road again runs close to the Skit for $\frac{1}{2}$ mile.

35 $\frac{1}{2}$

Tracks :

(i) ESE. to **Krushevitsa**, 1 mile, on E. bank of the Skit, whence a second-class road (4 miles), keeping to E. side of the Skit, back to the main road at mile 39 $\frac{1}{2}$ below.

miles

(ii) WNW. to **Sirbenitsa**, on the Ogost, 2 miles, whence a track, fording the Ogost and running NW. to **Butan**, 2 miles, on the Kutlovitsa–Rahovo road (see Route 69 at mile $35\frac{1}{2}$).

$39\frac{1}{4}$ Road crosses to E. of the Skit.

$39\frac{1}{2}$ Branch road from Krushevitsa joins here from the SE. (see above at mile $35\frac{1}{2}$).

Branch road NNW. to **Bukevtsi**, 1 mile, and the Kutlovitsa–Rahovo road (see Route 69 at mile $42\frac{1}{2}$).

$41\frac{1}{2}$ Kutlovitsa–Rahovo road joins here (see Route 69 at mile $44\frac{1}{2}$).

$46\frac{1}{4}$ **Rahovo.**

ROUTE 72

VRATSA—MEZDRA, 9 miles

This road is believed to be capable of taking wheeled traffic. The journey occupies about $1\frac{1}{2}$ hour, driving.

miles

0 **Vratsa.**

Road leaves E. end of town and proceeds SE., skirting hills to SW., and ascending watershed.

$3\frac{1}{2}$ Alt. 1,148 ft. Road crosses to E. of railway, and bends E., then SE. again, descending.

$4\frac{3}{4}$ Road crosses the **Moravska**.

8 Road crosses to S. of railway.

9 **Mezdra.** For continuation across the Isker to Orhanie on Sofia–Plevna road see Route 74.

ROUTE 73

SOFIA—ORHANIE—PLEVNA, 112½ miles

This route is a first-class chaussée, believed to be fit for motor transport. For the first 5 miles the road goes along the plain of Sofia, and then passes between the Murgas Planina and the Etropole Balkans, climbing to an altitude of 3,123 ft. After Orhanie it crosses the Kodzha Balkans between the Dragovitsa Ridge and Mount Lizets. It then descends gradually into the valley of the Vid to Plevna.

miles

- | | |
|----|---|
| 0 | Sofia. Starting from St. Kral (the old cathedral) the route proceeds ENE. along the Boulevard Dondukoff, then SSE. down the Boulevard Ferdinand I, following the tram lines, then E. to the S. of the barracks, along the Moskovska Ulitsa. |
| 1½ | Road crosses to E. of the Perlovitsa . |
| 2 | Road crosses to NE. of Philippopolis railway. The road now proceeds NNE. through flat country. |
| 2½ | Road crosses to E. of the Obradovska . |
| 4½ | Track N. to Stara Vrazhdebna , ½ mile. From this point for ½ mile the road passes through gardens. |
| 4¾ | Track N. to Nova Vrazhdebna , ¼ mile. |
| 5 | Alt. 1,729 ft. Road crosses to E. of the Golem Isker , and proceeds SSE. |
| 5½ | Branch road (second class) NE., crossing the rivers Bratiiska Bada, ½ mile, and Stara Isker, 2½ miles, by bridges. At mile 2½ the road divides: (i) SE. to Chelopechene , ½ mile, and NE to Butunets , 2½ miles, and Buhovo , 6 miles, for the monasteries of St. Mary and of the Holy Angels; (ii) NNE. to Kremikovtsi , 4 miles, and the monastery of St. George, 5 miles. At 3 miles from the Stara Isker there is a branch ENE. to Seslavtsi , 4½ miles, and the monastery of St. Nicholas 5½ miles. |

miles

- $6\frac{3}{4}$ Road crosses to E. of **Bratiiska**.
 $7\frac{1}{2}$ Road crosses to E. of an affluent of the Stara Isker.
 $8\frac{1}{2}$ Road crosses to E. of the **Stara Isker**.
Dolni Bogrov and **Katsilyane** to S. of road.
 Road turns NE. for $\frac{1}{4}$ mile.
 $8\frac{3}{4}$ Alt. 1,765 ft. Road crosses by a bridge to E. bank of the **Ormanliiska**, which joins the Stara Isker $\frac{3}{4}$ mile lower down.
 Road now turns ESE. and skirts the N. of the Chumovitsa marsh.
 11 Branch road NE. to **Gorni Bogrov**, 1 mile, **Yana**, 3 miles, and **Zhelyava**, $5\frac{1}{4}$ miles; whence tracks S. to the main road.
 $11\frac{1}{2}$ Branch road SE. to Novo Seltsi, as follows :
 miles
 $\frac{1}{2}$ Road crosses a stream.
 $2\frac{1}{2}$ **Musachevo**.
 $4\frac{1}{2}$ **Novo Seltsi** (see Route 61 at mile 179).
 From Novo Seltsi roads radiate as follows :
 (i) N. $1\frac{1}{2}$ mile to **Gligorevo**, whence tracks back to the Plevna road.
 (ii) NE. to the main Plevna road, 3 miles (see mile $17\frac{1}{4}$ below).
 (iii) SE. to **Kodzhamatlievo**, $2\frac{1}{2}$ miles, **Sagarlievo**, $4\frac{1}{2}$ miles, thence ESE. to **Taitanevo**, $8\frac{3}{4}$ miles, and **Golema Rakovitsa**, $11\frac{3}{4}$ miles.
 (iv) SE. to **Ormanliya**, $2\frac{1}{2}$ miles, whence there are branches (a) E. to **Doganovo**, $5\frac{1}{2}$ miles, and **Golema Rakovitsa**, $11\frac{3}{4}$ miles; (b) S. and then E. to **Doganovo**, $5\frac{3}{4}$ miles, and thence ESE. to **Gyeredzhiya**, $8\frac{1}{4}$ miles, or S. to **Bogdanliva**, $7\frac{1}{4}$ miles.
 (v) S., crossing the railway at Novo Seltsi station, $3\frac{1}{2}$ miles, to **Novi Han**, $5\frac{1}{4}$ miles (see Route 61 at mile 179).

miles

There is a branch W. from this road, $1\frac{1}{4}$ mile S. of Novo Seltsi to **Kazichane** village and railway station, 8 miles (see Route 61 at mile $185\frac{1}{2}$).

12 $\frac{1}{2}$ Road crosses to E. of a stream by a bridge.

16 $\frac{1}{4}$ Road crosses to E. of the **Sinich** by a bridge.

17 $\frac{1}{4}$ Alt. 1,896 ft. Road from Novo Seltsi joins from SW. (see under mile $11\frac{1}{2}$ above).

19 $\frac{1}{4}$ Branch road SE. to **Gornya Malina**, 2 miles, **Byelopotsi**, $5\frac{3}{4}$ miles, and **Bailovo**, $8\frac{3}{4}$ miles (see Route 79 under mile 9).

20 $\frac{1}{2}$ Road crosses to E. of the **Mominska** by a bridge.

21 Alt. 2,080 ft.

21 $\frac{3}{4}$ Road twice crosses the Mominska, the first time by a bridge.

22 Alt. 2,031 ft.

23 **Sarantsi.**

Branch roads :

(i) NW. to **Osoitsa**, 2 miles.

(ii) S. to **Chekanchovo**, $1\frac{1}{4}$ mile, whence track to **Makatsovo**, $2\frac{1}{2}$ miles.

Road now bends more to the N., and winds up the **Kamartsi** pass. This pass is dominated by steep, broken hills, 2,670 ft. in the N., 2,850 in the S., which are covered with brushwood, and in which are old stone quarries.

26 Zlatitsa road joins here from the SE. (see Route 79 at mile 20).

26 $\frac{3}{4}$ Road crosses to NE. of a stream, and begins to climb to the Araba Konak pass at the W. end of the Etropole Balkans and the E. end of the Murgas Planina.

28 $\frac{1}{4}$ Track ESE. to **Stragel**, $1\frac{1}{4}$ mile, whence S. to **Kamartsi Dol** on the Zlatitsa road, $2\frac{1}{2}$ miles (see Route 79 at mile $17\frac{1}{2}$).

miles

28 $\frac{3}{4}$ **Han Araba Konak.** Entrance of pass. The sides of the pass are bare and precipitous. The road ascends in a northerly direction by a series of curves to the summit, close to the Araba Konak monument (a pyramid erected by the Russians after the war of 1877–8).

29 $\frac{3}{4}$ Summit of pass, 3,123 ft.

Road now descends down the less steep and more wooded northern slopes of the Balkans by seven fairly easy curves. It passes down the narrow gorge of the **Bebrezh**.

31 $\frac{3}{4}$ Alt. 2,204 ft.

32 $\frac{1}{4}$ Road enters the valley of the Bebrezh, and crosses the river several times.

34 $\frac{1}{2}$ Alt. 1,876 ft.

41 $\frac{1}{4}$ Road enters plain of Orhanie. **Vrachesh**, $\frac{1}{2}$ mile W. of road.

Tracks N., NE., and NW. from Vrachesh to the Orhanie–Litakovo road, 1 $\frac{1}{2}$ mile (see Route 74, alternative, at mile 1 $\frac{1}{4}$).

Road now turns NE.

41 $\frac{1}{2}$ Track NNE. to Litakovo road, 1 $\frac{1}{4}$ mile, and Vratsa road, 3 miles (see Route 74).

43 $\frac{1}{4}$ **Orhanie.** Alt. about 1,100 ft.

Branch roads :

(i) NNW. to Vratsa (see Route 74) and Radotin (see alternative route under Route 74).

(ii) NE. to Kalugerovo, 9 miles (see Route 75 at mile 10 $\frac{3}{4}$).

Road crosses SE. end of the plain of Orhanie.

45 $\frac{3}{4}$ Track NW. along NW. edge of plain to **Skravena**, on the Orhanie–Mezdra road, 4 $\frac{1}{2}$ miles (see Route 74 at mile 3 $\frac{1}{2}$).

miles

46 $\frac{1}{4}$ **Lazhene.**

49

Track SE. to **Pravets**, 1 $\frac{1}{4}$ mile.50 $\frac{1}{4}$

Branch roads :

(i) SW. to **Pravets**, 1 mile.(ii) SE. to Etropole road, 6 miles (see Route 80 at mile 16 $\frac{1}{4}$). This road climbs to 2,150 ft.

Road now turns N., following the river **Lakavitsa**, in a deep gorge, between the Tsonovo Mogila (2,625 ft.) and Ostra Mogila (alt. about 2,230 ft.). The defile is narrow and crooked, and the mountains very steep.

52

Branch road NNW. to **Roman** railway station (see Route 75).

Road leaves Lakavitsa valley and turns sharply ENE.

53

Road turns NNE. to skirt hill. Alternative road ENE. over hill, rejoining main road after 1 mile.

53 $\frac{1}{2}$

Track NW. down affluent of Lakavitsa to Roman road, 2 miles (see mile 52 above).

54

Loop road from mile 53 rejoins here. Road now enters valley of the Osikovitsa.

57 $\frac{3}{4}$ **Osikovitsa** (Usikovtsi).59 $\frac{3}{4}$

Alt. 1,110 ft. Road crosses the **Malok Isker** by wooden bridge.

60 $\frac{1}{4}$

Branch road SE. to Etropole and Zlatitsa (see Route 80 at mile 23 $\frac{3}{4}$).

Road begins to climb the hills.

61 $\frac{1}{4}$ *Han.*62 $\frac{1}{4}$ **Geranovets** to W. of road.

Branch road goes from Geranovets ESE. to Troyan (see Route 84).

63 $\frac{3}{4}$

Track from Kalugerovo and Vidrare joins here (see Route 75 at mile 10 $\frac{3}{4}$).

66

Ablanitsa, alt. 1,407 ft.

68

Large vineyard to N. of road.

miles

- 70 *Han.* Road to Lovets (Lovcha) and Tirnovo branches ESE. (see Routes 87 and 96). Alternative route to Plevna branches here (see Route 86), and is the same as Route 87 for 5 miles.
- 71 $\frac{1}{2}$ Road descends into valley of the Panega.
- 71 $\frac{3}{4}$ Road crosses by wooden bridge to N. bank of the **Koritno**, just before it becomes known as the Panega. Road now follows the **Panega** closely, keeping to its W. bank.
- 72 $\frac{1}{2}$ Valley narrows to a gorge.
- 75 $\frac{1}{2}$ **Blisnichevo** on E. bank of the Panega. Vineyard on W. of road.
- 77 $\frac{1}{2}$ **Petroveni.** Road from Karlukova and Roman joins here from W. (see Route 75 at mile 39 $\frac{1}{4}$).
- 78 $\frac{1}{4}$ Track ESE. across the Panega to **Todoricheni**, 2 miles, whence road NNW. to **Lukovits**, 5 $\frac{1}{4}$ miles.
- 79 $\frac{1}{4}$ Road crosses to E. bank of the Panega by wooden bridge.
- 81 $\frac{1}{4}$ Road crosses to N. of the Panega, which now keeps 1 $\frac{1}{4}$ mile E. of the road.
- Lukovits.**
Branch road NNW. to Rahovo (see Route 76).
- 82 $\frac{1}{2}$ Road crosses to N. of stream.
- 83 $\frac{1}{2}$ Road crosses stream. The Panega approaches the road for the next 1 $\frac{1}{4}$ mile. Between the river and the road the country is marshy.
- 84 $\frac{1}{2}$ Road bends sharply E.
- 85 Road crosses to E. bank of the Panega by wooden bridge, and turns N. and leaves the river.
- 85 $\frac{1}{4}$ Track SE. to **Radomirtsi**, $\frac{3}{4}$ mile.
- 85 $\frac{1}{2}$ Branch road WNW. down the Panega to **Rubtsi**, 2 $\frac{1}{4}$ miles (see Route 76 under mile 9 $\frac{1}{4}$).
- 87 $\frac{1}{4}$ Alt. 850 ft. The highest point on the road between the Panega valley and Plevna.
- 88 $\frac{1}{2}$ Road crosses to N. of railway, which it now follows at a distance of $\frac{1}{4}$ to 1 $\frac{1}{4}$ mile to Plevna.

miles	
89 $\frac{1}{4}$	Road crosses to NE. of railway, which keeps close to road for 2 $\frac{3}{4}$ miles.
92	Telish railway station, alt. 604 ft., to N. of road. Road crosses to E. of affluent of the river Vid .
92 $\frac{1}{4}$	Track S. to Rakita , 4 miles, and thence to the Vid (see Route 86 at mile 22 $\frac{3}{4}$).
92 $\frac{3}{4}$	Telish , alt. 728 ft. ; pop. about 2,000.
98 $\frac{1}{4}$	Gorni Dubnik to N. of stream, $\frac{1}{2}$ mile NW. of road. Track SE. to Krushovitsa , 3 $\frac{3}{4}$ miles (see Route 86 at mile 34 $\frac{1}{4}$).
102 $\frac{1}{4}$	Track N. for $\frac{1}{2}$ mile, crossing stream to Dolni Dubnik railway station and village.
102 $\frac{3}{4}$	Road crosses to N. of stream.
103 $\frac{1}{4}$	Dolni Dubnik , $\frac{1}{4}$ mile NW.
106 $\frac{3}{4}$	Alternative route from mile 70 (see Route 86) rejoins main road from S. Branch road NNE. to Gulyantsi (see Route 91 at mile 5 $\frac{1}{2}$).
107	Branch road N. ($\frac{1}{4}$ mile) to Yasen (Jasen) railway junction (railway branch N. to Samovid).
108	Branch road NW. to the Isker valley and Rahovo (see Route 90). Road touches the Vid and bends sharply round the N. bank.
108 $\frac{3}{4}$	Road crosses to E. of Vid by stone bridge. (Plate V.)
110	Road enters vineyard, and makes a semicircular bend SE. into Plevna.
111 $\frac{1}{2}$	Plevna railway station, alt. 187 ft.
112 $\frac{1}{2}$	Plevna .



ROAD AND RAILWAY BRIDGES OVER THE VID

ROUTE 74

ORHANIE—VRATSA, $31\frac{3}{4}$ miles

This road is good as far as Novachene ; from here it deteriorates, and in parts appears to be no better than a track. There is an alternative route from Orhanie via Litakovo (see below), joining the main route at mile $12\frac{1}{4}$. This alternative route is a worse road and slightly longer.

miles

0 **Orhanie.**

The road leaves Orhanie NW. and proceeds through easy country to Novachene. (For alternative road via Litakovo see below, end of route.)

$2\frac{1}{4}$ Track SSW. to Litakovo road (see alternative route below, at mile $1\frac{1}{4}$).

$3\frac{1}{4}$ Track from Plevna road joins from W.

 $3\frac{1}{2}$ **Skravena.**

Road crosses to N. bank of river **Tserovnitsa**.

The road runs slightly NE., skirting the foot of Mt. Medvin (alt. 1,653 ft.).

5 Road crosses to N. of stream.

$5\frac{1}{2}$ Road crosses to N. of stream.

 $6\frac{1}{4}$ **Novachene.**

Branch routes :

(i) Road E., becoming a track after 4 miles down the river Bebrezh to the Golem Isker valley and railway, joining the road to Roman at Svode, 9 miles (see Route 75 at mile $13\frac{1}{2}$).

(ii) Track N. to the Golem Isker valley and railway, 14 miles (see Route 75).

Road now continues NW. up the valley of the **Novachinka**, on its NE. side.

$8\frac{3}{4}$ The valley narrows between Mt. Basernitsa on the

miles

W. (alt. 2,520 ft.) and Golaglava on the NE. (alt. 2,798 ft.).

9 $\frac{3}{4}$ Road inclines WNW. and descends into the **Murov** valley.

11 $\frac{1}{4}$ Road crosses to W. of river Murov, and inclines NW., crossing a ridge, into the valley of the **Balchev**.

12 $\frac{1}{4}$ Alternative route from Litakovo joins here from SW. (see below).

12 $\frac{3}{4}$ Road crosses to N. of river Balchev, turns NE. and follows down the river, crossing and recrossing it several times, to the Golem Isker. There are mountains on either side of the road.

18 $\frac{1}{4}$ Track from Tserovo comes in from the W. (see Route 67 at mile 17 $\frac{1}{2}$).

Road turns ENE. down the S. bank of Golem Isker.

Road crosses to E. bank of the Murov.

19 **Rebarkovo**.

19 $\frac{1}{4}$ **Dirmantsi**.

21 $\frac{3}{4}$ Road bends W.

22 $\frac{3}{4}$ Road crosses to N. of **Golem Isker** by a bridge.

There is a difficult ford $\frac{1}{4}$ mile farther E.

Mezdra village and railway junction station (branch line to Vratsa, Lom Palanka, and Vidin).

Branch track E. to Tishevitsa, as follows :

miles

$\frac{3}{4}$ Branch track to **Brussen**, 1 $\frac{1}{2}$ mile ; thence, leaving the railway and—more gradually—the Golem Isker, this track bends NE. into the hills to **Vlashkoselo**, 6 miles, and **Staroselo**, 7 $\frac{3}{4}$ miles.

Main track turns N.

2 $\frac{3}{4}$ **Dolnya Kremana**.

3 $\frac{3}{4}$ **Gornya Kremana**.

10 $\frac{3}{4}$ **Tishevitsa**.



VRATSA DEFILE NEAR SGORIGRAD

miles	
23 $\frac{3}{4}$	Road crosses to N. of railway and follows up the N. bank of the river Moravska .
27	Road crosses to N. of stream.
27 $\frac{1}{4}$	Road bends to the W. Alt. 1,148 ft. Road crosses to W. of railway.
28 $\frac{1}{4}$	Track from Zvyerino comes in from SSE. (see Route 67 at mile 17 $\frac{1}{2}$). (See Plate VI.)
31 $\frac{3}{4}$	Vratsa.

Alternative Route from Orhanie

This road is moderately good as far as Rashkovo : thence to the main road it is merely a track across the hills.

miles	
0	Orhanie. Road leaves the town WNW.
1 $\frac{1}{4}$	Tracks : (i) SSW. to Sofia-Orhanie road, 1 $\frac{1}{4}$ mile (see Route 73 at mile 41 $\frac{1}{4}$). (ii) NNE. to Orhanie-Vratsa road, 2 miles (see main road at mile 2 $\frac{1}{4}$).
11 $\frac{1}{2}$	Road crosses to W. bank of the Bebrezh by a stone bridge.
21 $\frac{1}{4}$	Track from Vrachesh comes in from SSE. (see Route 73 at mile 41 $\frac{1}{4}$). Road crosses numerous streams.
5 $\frac{3}{4}$	Road turns W.
6 $\frac{3}{4}$	Litakovo. Road turns NW. and crosses numerous streams.
10 $\frac{1}{4}$	Radotin.
11 $\frac{3}{4}$	Rashkovo. Road turns NE. and then ENE.
14 $\frac{3}{4}$	Road joins main road at mile 12 $\frac{1}{4}$ above.

ROUTE 75

LAZHENE—ROMAN—LUKOVITS, 43 miles

This road leaves the Sofia–Plevna main road $5\frac{3}{4}$ miles beyond Lazhene (see Route 73). It follows the Lakavitsa to its junction with the Malok Isker, then follows the Malok Isker to its junction with the Golem Isker, practically due N. all the way. At Roman it turns E. over hills to rejoin the main road. It thus affords an alternative route to Plevna, avoiding Osikovitsa and the Panega valley to within a short distance of Lukovits. It is a second-class road to Roman, and from there to the main road only third class. It runs as follows:

miles

0

Lazhene. $5\frac{3}{4}$

Road branches NNW. from Sofia–Plevna road (see Route 73 at mile 52).

 $7\frac{1}{4}$

Track down an affluent of Lakovitsa from main road joins here (see Route 73 at mile $53\frac{1}{2}$).

8

Alt. 994 ft.

 $10\frac{3}{4}$

Road crosses to N. of **Malok Isker** by ford. **Kalugerovo.**

Tracks: (i) W. and SW. to **Orhanie** (see Route 73).
(ii) ENE. along Malok Isker to **Vidrare**, and thence to Route 73 at mile $63\frac{3}{4}$.

Road now keeps close to Malok Isker, down the E. bank.

 $13\frac{1}{2}$

Svode, alt. about 735 ft. The river Bebrezh joins Malok Isker from the W. (For road up the Bebrezh to Novachene on the Orhanie–Vratsa road see Route 74 at mile $6\frac{1}{4}$.)

 $20\frac{1}{2}$

Karash, on an affluent of Malok Isker, E. of road.

22

Track SE. $\frac{1}{2}$ mile to **Hubavene**.

 $22\frac{3}{4}$

Road crosses an affluent of the Golem Isker.

miles

- 23 $\frac{1}{2}$ Branch road N. across Malok Isker to **Roman** village (1 mile) and station ($1\frac{1}{4}$ mile) on the Sofia-Plevna railway (alt. 485 ft.).
- 25 $\frac{1}{2}$ Alt. 981 ft.
- 27 $\frac{1}{2}$ Road turns sharply NNE.
- 27 $\frac{3}{4}$ Road crosses an affluent of the Golem Isker, and turns due E. up valley of this affluent.
- 30 $\frac{1}{2}$ **Byelentsi**, S. of road.
- 31 $\frac{1}{4}$ Alt. about 1,100 ft. Track N. to **Karlukova**, $2\frac{1}{4}$ miles, whence it crosses **Golem Isker** to monastery of Sveta Bogoroditsa and Karlukova railway station, $4\frac{1}{4}$ miles. Alt. of station, 406 ft. From before crossing of the Isker (E. bank) a track continues to **Lukovits**, 5 miles.
- 36 $\frac{1}{2}$ Track NW. to **Karlukova** village, $1\frac{1}{2}$ mile.
- 39 $\frac{1}{4}$ Road joins main Sofia-Plevna road at **Petroveni** (see Route 73 at mile $77\frac{1}{2}$).
- 43 **Lukovits**.

ROUTE 76

LUKOVITS—RAHOVO, $49\frac{1}{4}$ miles

This route branches from the main Sofia-Plevna road in Lukovits. It is a fairly good carriage-road over easy country. It crosses the Panega and the Isker by stone bridges. An alternative, but inferior, route is possible between Lukovits and mile $23\frac{3}{4}$.

miles

- 0 **Lukovits**. Road branches NNW. from Sofia-Plevna road (see Route 73 at mile $81\frac{1}{4}$). An alternative road to mile $9\frac{1}{4}$ or mile $23\frac{3}{4}$ branches WNW. from Route 73 at mile $85\frac{1}{2}$ to **Rubtsi**, 4 miles, and continues to the main road (see below). From Rubtsi there is a second-class road N. through **Devents**, $3\frac{3}{4}$ miles, then crossing

miles

two branches of the Isker by bridges to **Koinare**, $6\frac{1}{4}$ miles, then through **Brenitsa**, $11\frac{3}{4}$ miles, rejoining main road at **Knyazha**, $16\frac{3}{4}$ miles.

 $\frac{1}{4}$

Track from **Karlukova** station joins here.

 $3\frac{1}{4}$

Storehouse.

6

Chervenibreg on the Panega.

Road turns WNW.

 $8\frac{1}{2}$

Chervenibreg railway station. Road crosses to W. of railway and turns NNE.

 $8\frac{3}{4}$

Road crosses to N. of **Panega** by stone bridge, immediately W. of railway bridge, and E. of where Panega joins Isker.

 $9\frac{1}{4}$

Alternative route comes in from the SE. via Rubtsi (see under mile 0, above).

 $11\frac{3}{4}$

Road crosses to N. bank of **Isker** by stone bridge. **Chumakovtsi**.

Road now goes N. across the Danubian terrace.

 $15\frac{1}{2}$

Enitsa.

 $22\frac{1}{2}$

Road crosses to W. bank of river **Gostil**, which it follows for $1\frac{1}{4}$ mile.

 $23\frac{3}{4}$

Knyazha.

Branch routes :

(i) Road from Rubtsi and Koinare (see under mile 0, above) joins the Plevna-Vidin track (below), $\frac{1}{4}$ mile E. of Knyazha.

(ii) Plevna-Vidin track (see Route 89 at mile 29) crosses from SE. to NW.

(iii) Track WSW. to **Borovan**.

 $28\frac{3}{4}$

Road crosses ancient *vallum* (wall).

38

Track NE. to **Selyanovtsi**, $1\frac{1}{4}$ mile.

 $49\frac{1}{4}$

Rahovo.

ROUTE 77

TATAR BAZARJIK—PANAGYURISHTÉ—ZLATITSA,
46 miles

This route crosses the Sredna Gora. Between Tatar Bazarjik and Panagyurishte the road is fit for wheeled traffic. From Panagyurishte the Austrian staff map marks a first-class road for 37 miles, and thence, successively, a bad road and a track.

miles

- | | |
|-----|---|
| 0 | Tatar Bazarjik. Road leaves NNW., passing through a district of rice-fields as far as mile 3. |
| 21½ | Kula Kasapli to E. of road. |
| 4 | Saraya. |
| 5½ | Gelemenovo to E. of road. Road now leaves the rice-fields. |
| 8½ | Track WNW. to Abdulare , ¾ mile. |
| 11 | Track E. to Dzhumaya , ½ mile. |
| 12½ | Kalaglare ¼ mile to E. of road. |
| 14 | Road crosses to N. bank of an affluent of the Luda Yana by a bridge. |
| 17½ | Road approaches W. bank of the Luda Yana , which it follows, crossing numerous affluents by bridges, to Panagyurishte. |
| | Popintsi on E. bank of the Luda Yana. |
| 21½ | Alt. 1,224 ft. |
| 22½ | Branch road W. to Bita , ½ mile, and Banya , ¾ miles. |
| 27½ | Panagyurishte. Alt. 1,748 ft., pop. about 8,500. Surrounded by mountains. |
| | Road leaves N. |
| 28½ | Road crosses the Muleiska. |

Alternative track NNE., 4 miles, rejoining main road at mile 33½.

miles

Road turns NE.

30

Road turns N.

33½

Alternative track from mile 28½ comes in from the S.

34¼

Summit of watershed.

Alternative track NW. for ½ mile, then SW., and then NW., reaching an altitude of 4,977 ft. at mile 3. Thence the track turns N., crossing to N. of the Topolnitsa (alt. 1,807 ft.) at mile 7¾, and thence crossing to the E. bank of an affluent and rejoining the main road at mile 40¼.

The road now descends the valley of the **Meded**, which it crosses and recrosses several times.

37¼

Road now deteriorates.

39¾

Road crosses to N. bank of the **Topolnitsa**, and follows down the stream for ½ mile.

40¼

Road leaves the Topolnitsa and follows up an affluent.

Alternative road from mile 34¼ comes in from the W.

40¾

Road turns NNE., becoming a track.

44

Pirdop. Road turns WNW., along Karlovo-Zlatitsa road (see Route 82 at mile 36¼).

46

Zlatitsa.

ROUTE 78 A

PHILIPPOPOLIS—KOPREVSHTITSA—PIRDOP,

61½ miles

VIA GOLEMO KONARE

This road is second class to Golemo Konare, after which it deteriorates. An alternative route runs to Dolgi Geren (see Route 78 B). The best route for wheeled traffic between Philippopolis and Pirdop would be via Karlovo and Klisura

(see Routes 81 and 82). The Austrian 1 : 200,000 map only gives this route as a poor track.

miles

- | | |
|------------------|--|
| 0 | Philippopolis. Road starts from suburb on N. side of Maritsa, branching N. from Sofia road about 400 yards after the Sofia road turns W. ; 400 yards from this point road turns NW., and runs through rice-fields for $3\frac{3}{4}$ miles. |
| $11\frac{1}{4}$ | Road crosses to NW. of Stara Zagora railway. |
| $41\frac{1}{2}$ | Branch road NE. to Tsaratsovo , $\frac{1}{2}$ mile. |
| $61\frac{1}{2}$ | Marzyan. |
| 8 | Karnofola. Road from Tsalapitsa joins here from SW. (see Route 61 at mile $117\frac{3}{4}$).
Road crosses to W. bank of stream by bridge. |
| $131\frac{1}{2}$ | Golemo Konare. Road from Tatar Bazarjik joins here (see Route 61 at mile $126\frac{1}{2}$).
Branch road (third class) N. to Dorutli , $3\frac{3}{4}$ miles. |
| $17\frac{3}{4}$ | Road ascends. |
| 21 | Road descends. |
| 24 | Road from Philippopolis via Stroevo comes in here (see Route 78 B at mile 24). |
| $271\frac{1}{4}$ | Branch track NNE. to Krasnovo , 1 mile (see Route 78 B under mile $231\frac{1}{4}$). |
| $321\frac{1}{2}$ | Krastevich (Gorne Osmanovo). Road climbs the valley of the Kainareta for 5 miles, and crosses watershed at alt. 4,114 ft. |
| $401\frac{1}{2}$ | Road crosses the Luda Yana . |
| $411\frac{1}{2}$ | Track from Krasnovo joins here (see Route 78 B under mile $231\frac{1}{4}$). |
| $461\frac{1}{4}$ | Alt. 3,116 ft. |
| $461\frac{1}{2}$ | Koprevshtitsa. From here road is third class. Road descends Topolnitsa valley for 7 miles. |
| $463\frac{3}{4}$ | Road branches NE., joining Stara Zagora-Sofia road (see Route 82), 7 miles. Alt. approximately 4,200 ft. at mile 3. |
| 53 | Road crosses to N. of river Topolnitsa. |

miles	
53½	Road turns due N.
55	Road joins Karlovo-Zlatitsa road (Route 82 at mile 30).
61½	Pirdop.

ROUTE 78 B

PHILIPPOPOLIS—PIRDOP, 61½ miles

VIA STROEVO

This route is an alternative to Route 78 A between Philippopolis and mile 24. It is a second-class road only, after it leaves the Karlovo road. The Austrian 1:200,000 map marks it as a better road than Route 78 A.

miles	
0	Philippopolis. Route follows Karlovo road (Route 81) for 5 miles.
5	Karlovo road branches NNW. (see Route 81 at mile 5). Road turns NW.
7	Stroevo.
11	Track W. to Malki Chardak , 1 mile.
12¾	Tracks: (i) WSW. to Balgarski Chardak , ½ mile. (ii) ENE. to Dautlare , 1½ mile.
13¼	Road approaches river Kolovash , and follows up its W. bank.
15¾	Nasva Köi. E. of river is Dubanli.
18	Kara Mustafalare (Lyuben).
21	Road crosses to E. side of the Kolovash.
21¼	Road cross to W. side of an affluent of the Kolovash, and runs up the valley of this affluent.
23¼	Dolgi Geren.

Track NNW. up valley to **Krasново**, 4 miles, whence track over the **Kara Tepe**, joining road from Golemo

miles

Konare, 5 miles S. of Koprevshtitsa (see Route 78 A, above, at mile $41\frac{1}{2}$). From Krasново there are tracks: (i) SW. to Golemo Konare road, 1 mile (see Route 78 A, above, at mile $27\frac{1}{4}$). (ii) Over the **Kara Tepe**, joining road from Golemo Konare 5 miles S. of Koprevshtitsa (see Route 78 A, above, at mile $41\frac{1}{2}$).

24

Route turns WSW. as a track.

 $61\frac{1}{2}$

Route joins Route 78 A at mile 24.

Pirdop.

ROUTE 79

ZLATITSA—SARANTSI, 23 miles

This is a short section of main road linking up the Kazanlik-Karlovo and Karlovo-Zlatitsa route along the S. slope of the Balkans (see Routes 93 and 82) with the Sofia-Plevna road across the E. end of the same range. It thus forms part of a possible line of advance towards Sofia from the S. end of the central Balkan passes along the sub-Balkan valleys. The road is good, second class, fit for horse transport, but runs over difficult country.

miles

0

Zlatitsa. Road runs WSW. through marshy ground across many small affluents of the Topolnitsa, which are bridged.

 $11\frac{1}{2}$

Alt. 2,282 ft.

3

Chelopech, immediately N. of road.

 $4\frac{1}{4}$

Alternative road W. to **Mirkovo**, 4 miles, whence S. to main road, 6 miles, at mile 9.

6

Alt. 2,285 ft. Road turns SW. and zigzags along foot of hill to N.

 $7\frac{1}{2}$

Road turns WNW.

miles

9

Branch roads as follows :

(i) Alternative road from mile $4\frac{1}{4}$ comes in from the NNE.

(ii) SSW. to **Smolsko**, $3\frac{1}{2}$ miles, and NW. (a very winding road) to **Bailovo**, $12\frac{1}{2}$ miles, and the Sofia-Plevna road, $21\frac{1}{2}$ miles (see Route 73 at mile $19\frac{1}{4}$). This latter route is believed to be capable of taking wheeled traffic. There is a branch SE. from Smolsko to **Petrich**, $8\frac{1}{2}$ miles, on the Topolnitsa.

Main road continues WNW., following up **Bunovska** stream.

11

Han Savov.

12

Road leaves stream and zigzags NNW. across spur.

13 $\frac{1}{2}$

Alt. 3,004 ft.

15 $\frac{1}{2}$

Branch road SSW. (alt. 3,087 ft. at mile $1\frac{3}{4}$, 3,031 ft. at mile 5) to Smolsko-Sofia road (see under mile 9 above) at Bailovo, 7 miles.

17 $\frac{1}{2}$ **Komartsi Dol.**

Branch road N. to **Stragel**, $1\frac{1}{4}$ mile, and Sofia-Plevna road, $2\frac{1}{2}$ miles (see Route 73 at mile $28\frac{1}{4}$).

20

Road enters Sofia-Plevna road (see Route 73 at mile 26) and turns WSW.

23

Sarantsi.

ROUTE 80

ZLATITSA—ETROPOLE TO THE ORHANIE-PLEVNA

ROAD, $23\frac{3}{4}$ miles

A poor road and in places only a track. The ascent from Zlatitsa is exceedingly steep. The road descends the valley of the Malok Isker, from mile 7 to the Plevna road.

miles

0

Zlatitsa. Road leaves NW.1 $\frac{3}{4}$ **Klisekői.**

Track SSW. to **Chelopech**, $2\frac{1}{4}$ miles, and to Zlatitsa-Sofia road (see Route 79 at mile 3).

miles	
4½	Road turns S.
5	Road turns W.
6	Road turns WNW. From here to mile 11 the road is only a track.
7	Track turns NW. and follows down the Malok Isker .
11	Copper and silver mine, ½ mile to ENE. of road.
13	Road turns NNE.
14	Etropole , alt. 1,784 ft.
15	Road crosses to N. of the Malok Isker by a wooden bridge.
16¼	Branch-road NW. to Orhanie-Plevna road, 6 miles (see Route 73 at mile 50¼).
17½	<i>Han</i> .
23¾	Road joins Orhanie-Plevna road (see Route 73 at mile 60¼).

ROUTE 81

PHILIPPPOPOLIS—KARLOVO, 35½ miles

This is a first-class road, leading N. from the Maritsa bridge, through the suburb of Philippopolis.

miles	
0	Philippopolis , alt. 528 ft. Road passes through rice-fields for nearly 3 miles, and goes up the W. side of the Paschonik valley.
2	Branch road NW. to Koprevshtitsa and Pirdop (see Route 78 A).
5	Branch road NW. to Koprevshtitsa (see Route 78 B).
5¾	Klimentinovo (Chirpilne).
7¼	Road crosses to E. side of the Paschonik , and leaves the river. It now passes through rice-fields for nearly two miles.

miles

8½

Road crosses stream.

9½

Alt. 643 ft. Branches as follows :

(i) Track ESE. to **Cholluk** (Graf Ignatiyevo),
½ mile.

(ii) Second-class road NNW. to **Hisar**, 17 miles, and
thence ENE. to **Muhiltsi**, 25 miles. From **Hisar**
a third-class road leads to **Sindzhirli**, 1½ mile, and
ENE. to **Banya**, 9½ miles.

11¾

Branch road (second class) E. and then N. to
Rozhevo Konare and **Rozhevo**, 6 miles. This road
passes through the **Giopsa** valley and numerous rice-
fields.

12¾

Branch road (third class), NW., joining **Cholluk**—
Hisar road at **Seldzhikovo**, 2¼ miles, and leaving it at
Duvanli, 3¼ miles. It then proceeds NW. up the
valley of the **Pikla** to **Staro Novoselo**, 15¼ miles.

Route now runs through wooded country.

19¼

Road crosses to N. of the **Giopsa**. Village of
Dolnya Mahala.

20

Alt. 814 ft.

20½

Track NW. to **Himitliye**.

22½

Road leaves valley.

24½

Chukurli.

28½

Road descends sharply NE. and crosses the **Stryama**
(**Giopsa**) by two wooden bridges.

29

Liozhiköi Banya.

Road (first class) branches NE. to **Kazanlik**—**Karlovo**
road, 5½ miles (see Route 93 at mile 25½).

35½

Karlovo, alt. 1,401 ft.

ROUTE 82

KARLOVO—ZLATITSA, $38\frac{1}{4}$ miles

This is a second-class road, continuing the Kazanlik-Karlovo road (see Route 93) westwards along the foot of the central Balkans. The roads from the Troyan Pass join it at mile $7\frac{1}{2}$. The road follows up the Stryama to its source, crosses the watershed between it and the Topolnitsa, and then descends into the valley of the latter river. It crosses a large number of small affluents of the Stryama and the Topolnitsa; most of these affluents are unbridged. Various side-tracks are possible between Karlovo and mile $14\frac{1}{4}$ and between mile 30 and Zlatitsa.

miles

0	Karlovo. Road leaves from N. end of town, and proceeds W. along slope of hill between vineyards, which continue for miles along the N. side of the road.
$1\frac{3}{4}$	Road turns WNW.
$2\frac{3}{4}$	Sopot. Monastery of Sveti Spaski (St. Saviour) $\frac{1}{2}$ mile NW. of village.
$3\frac{1}{4}$	Aievo $\frac{1}{4}$ mile to S. of road. .
$6\frac{1}{2}$	Iganova.
$7\frac{1}{2}$	Branch road WNW. to Kirnare , $2\frac{1}{2}$ miles, and Troyan pass (see Route 83). Main road turns SW.
8	Ashiklari. Road turns NW. in village, then W., running parallel to N. bank of Stryama .
$10\frac{1}{4}$	Karasirlië. Track NNE. to Kirnare, 1 mile, and Troyan pass (see Route 83). Road continues WNW.
$14\frac{1}{4}$	Rahmanlare on slope of hill above stream in vineyards.

Track N., turning NW. to the Ribaritsa pass (alt.

miles

about 6,000 ft.), whence the Ribaritsa valley leads to the Teteven-Troyan road (see Route 84 at mile $23\frac{1}{2}$).

Road turns W., then WSW. It now keeps about $\frac{3}{4}$ mile N. of the Stryama, which from here to its source is called the **Stara Reka**.

19 Road bends NW. to cross gulley, then SW.

20 $\frac{1}{2}$ **Klisura** on the Stara Reka.

Road now ascends narrow valley of the Stara Reka WNW.

23 $\frac{1}{2}$ Road crosses to S. bank of the Stara Reka, and makes a sharp bend SE. before continuing NW. up S. bank.

25 $\frac{1}{2}$ Road crosses watershed (alt. 3,928 ft. $\frac{1}{2}$ mile S.) and begins to descend **Koznitsa** pass.

29 Road turns WSW.

30 Philippopolis-Zlatitsa road (see Route 78) comes in from S.

31 Alt. 2,710 ft. Road crosses hill-side above N. bank of **Topolnitsa**, crossing many affluents. Some marshy ground.

32 $\frac{3}{4}$ Branch road NNE. to **Lidzhene**, 1 mile.

34 Road turns SW.

Track NE. and then W. and N. through the Zlatitsa pass to Cherni Vid, whence the Vid valley can be reached (see Route 84 at mile $7\frac{3}{4}$).

36 $\frac{1}{4}$ **Pirdop**. Tatar Bazarjik-Zlatitsa road comes in from S. (see Route 77 at mile 44).

Road turns WNW.

38 $\frac{1}{4}$ **Zlatitsa**.

ROUTE 83

KARASIRLIE—TROYAN—LOVETS, 39 miles

This route is a second-class road or important track, suitable for horse transport. The section through the Troyan Pass is very difficult.

miles

- | | |
|------------------|--|
| 0 | Karasirlie on the Karlovo-Zlatitsa road (see Route 82 at mile 10 $\frac{1}{4}$). Track leads NNE. |
| 1 | Kirnare . Track becomes road and ascends rapidly in same direction. |
| 2 | Alt. 1,962 ft. Road turns NW. along side of hill. |
| 3 $\frac{1}{4}$ | Track W. to Tekiya , 1 mile.
Road turns NNE. and zigzags steeply up spur, which drops abruptly to valley of small stream E. |
| 6 | Alt. 4,970 ft. (crow-fly distance for last measurement, 1 $\frac{3}{4}$ mile).
Road turns N. by W. |
| 8 | Alt. 5,406 ft. Summit of Troyanska Planina . Road turns N. by E., and descends spur between two valleys. Mountain slopes are less steep on N. side than on S. |
| 12 | Alt. 3,602 ft. Road bends E., then back to N., and descends rapidly. |
| 14 | Road turns NE. |
| 15 $\frac{1}{4}$ | Road crosses to N. bank of the Byeli Osma (Byeli Osem), and turns E., following it closely to Troyan. Track from Teteven (see Route 84 at mile 38) comes in from W. |
| 16 | Alt. 2,442 ft. S. of road. |
| 19 | Troyan , on W. bank of the Byeli Osma, in vineyards. Road now turns N., descending W. bank of the Byeli Osma all the way to Lovets. |
| 19 $\frac{1}{4}$ | Sevlievo road branches E. across river (see Route 95). |

miles

22 $\frac{1}{4}$ Road crosses to N. bank of **Komanska** by a bridge.

23 Alt. 1,118 ft. Track SW. to **Kaleitsa**, 1 $\frac{1}{2}$ mile.

24 $\frac{1}{2}$ Tracks :

(i) WNW. to **Delbok Dol**, 1 $\frac{1}{2}$ mile.

(ii) ENE. across river to **Rabevo**, 8 miles, **Demya-**
nov, 14 miles, **Hirva**, 17 miles, and **Sevlievo**, 24 miles.

25 $\frac{1}{2}$ Road crosses to N. bank of the **Sua**. Track NW. to
Lomets, 1 $\frac{1}{2}$ mile.

26 $\frac{1}{2}$ Road turns E.

27 $\frac{1}{4}$ Road turns NE. Track N. to **Turski Lyeshnik**
(Aladanli), 1 mile.

28 $\frac{1}{4}$ Road turns E.

29 Road turns N.

30 $\frac{1}{4}$ Track NNW. to **Ablanitsa** (Arapli), 2 miles.

31 $\frac{1}{2}$ Alt. 833 ft. Road crosses by a bridge to N. bank
of **Goleshka** $\frac{1}{2}$ mile above its confluence with the Osma.
The Osma valley widens here, since the river is joined
by affluents from E. and W. The valley soon narrows
again, and the road, following it, turns NNE.

35 Road turns N. and divides for 1 $\frac{1}{2}$ mile, right
branch following river bank, left skirting hill-side
 $\frac{1}{2}$ mile above it.

36 $\frac{1}{2}$ Road reunites. Alt. 672 ft.

38 Road crosses to N. bank of affluent.

38 $\frac{1}{2}$ Road crosses to E. bank of the Osma by bridge,
and enters S. outskirts of Lovets.

38 $\frac{3}{4}$ Lovets-Sevlievo road comes in from NE. (see Route
96).

39 Road turns W., recrossing the Osma by bridge into
Lovets.

39 $\frac{1}{4}$ **Lovets** (Lovcha). Centre of town. Alt. about
570 ft.

The Osma basin here forms an amphitheatre about
1,300 yds. in diameter; the hills in the neighbour-
hood rise to a height of over 1,750 ft.

ROUTE 84

GERANOVETS (SOFIA-PLEVNA ROAD)—TETEVEN—
TROYAN, 43½ miles

This mountain road links up the N. end of the E. Balkan passes, as the Karlovo-Zlatitsa-Sarantsi road does their S. end, with the Sofia-Plevna road. It also gives an alternative but inferior route from Plevna to Sevlievo N. of that via Lovets. It is a second-class road, degenerating at times into a track. It follows up the Byeli Vid to its source, and then crosses the high watershed between the Byeli Vid and Byeli Osma valleys. It then descends the Rozhdavets.

miles

- | | |
|----|---|
| 0 | Geranovets (see Route 73 at mile 62¼). Road branches SE. |
| 2 | Golem Izvor. |
| 3 | Road turns ENE. |
| 5 | Road turns SSE. |
| 5¾ | Road turns ESE. and crosses ridge into Vid valley. |
| 6¾ | Alt. 2,581 ft. N. of road. Road descends. |
| 7¾ | A track runs up the W. bank of the Vid for 1 mile, and then turns S. up the Cherni Vid and across the watershed by the Zlatitsa Pass to Zlatitsa , 20 miles. |
| | Road crosses to E. bank of the Vid by a bridge. |
| | A road to Glozhane branches N. (see Route 85). |
| | Road turns ESE. up N. bank of the Byeli Vid, and follows it closely to Teteven. |
| 10 | Alt. 1,289 ft. |
| 12 | Teteven. Pop. about 4,000. |
| | Road continues E. following N. bank of river closely. |
| 14 | Road turns SSE. and winds up valley. |

miles

16 $\frac{1}{2}$

Alt. 1,588 ft.

17

Road crosses to S. bank of the **Vasilina**.

19

Road crosses to S. bank of the Byeli Vid by a bridge, and follows it $\frac{1}{2}$ mile S., crossing several affluents. An alternative track keeps close to the river.

23 $\frac{1}{2}$

Track S. up the Ribaritsa, and thence crossing the watershed SE. by the Ribaritsa pass to **Rahmanlare** (see Route 82 at mile 14 $\frac{1}{4}$).

Road turns gradually NE.

25

Road crosses to N. bank of the **Zelenika**, turns sharp NW., crosses to NW. of stream, ascends valley on its NW. side.

An alternative track keeps to the summit of the ridge between the two streams and rejoins main road at summit of watershed.

28

Road bends sharply SSE. across stream, then back to NNW.

, 29 $\frac{1}{2}$

Road crosses watershed, alt. 4,888 ft., summit of **Vasilevska Planina**, $\frac{1}{2}$ mile NW. Road turns ESE., and descends, winding considerably.

32

Road descends in S-shaped curve northwards into valley of the **Rozhdavets**, affluent of the Byeli Osma, and follows it closely.

35

Shipka (Shipovka). Road and stream turn ENE.

38

Alt. 1,505 ft. **Gerenchar** on N. of road.

Branch track to **Trapet**, 2 miles, and the Karasirlic-Troyan road, 6 miles (see Route 83 at mile 15 $\frac{1}{4}$). This track provides a slightly longer route to Troyan than the main track, but keeps to lower ground.

40 $\frac{1}{2}$

Road now becomes a track and continues ENE.

41 $\frac{1}{2}$

Track turns ESE.

43 $\frac{1}{2}$

Balabanska.

Troyan.

ROUTE 85

GERANOVETS TO THE ABLANITSA-LOVETS ROAD,
17 $\frac{1}{4}$ miles

This is a second-class road, keeping to the Geranovets-Teteven road for 7 $\frac{3}{4}$ miles. It then follows down the valley of the Vid through easy country. With Route 86 it gives an alternative route for the northern section of the Sofia-Plevna main road.

miles

0

Geranovets. From here to mile 7 $\frac{3}{4}$ see Route 84.7 $\frac{3}{4}$

Teteven road (Route 84) branches SE.

Road turns N. down E. bank of Vid. An alternative track keeps to the W. bank.

11

Glozhane.11 $\frac{1}{2}$

Alt. 1,036 ft. at N. end of village.

13 $\frac{1}{2}$

Alternative track NE. keeping to foot of hills, and rejoining main road at mile 15 $\frac{1}{2}$.

14 $\frac{1}{2}$

Road turns ENE.

15 $\frac{1}{2}$ Track from mile 13 $\frac{1}{2}$ comes in from the SW.16 $\frac{1}{2}$

Alt. 889 ft.

17 $\frac{1}{4}$

Road enters Ablanitsa-Lovets road (see Route 87 at mile 9 $\frac{1}{2}$) on S. bank of Vid. Road to Plevna via Dermantsi branches NE. on farther bank of Vid, which is crossed by a wooden bridge (see Route 86 at mile 9).

ROUTE 86

ABLANITSA—DIRMANTSI—PLEVNA, 48 miles

This alternative road to Plevna leaves the main Sofia-Plevna road (see Route 73) at mile 70, and runs down the valley of the Vid, branching N. from the Sofia-Lovets road where this road crosses the Vid. It is a poor road between miles 9 and $16\frac{1}{4}$: beyond this it is a second-class carriage-road.

miles

- | | |
|-----------------|--|
| 0 | Ablanitsa. |
| 4 | Sofia-Plevna main road continues N. (see Route 73 at mile 70).
Road proceeds ESE. across the ridge separating the Panega from the Vid. |
| $5\frac{1}{2}$ | Brestnitsa Mahala. A few scattered homesteads. |
| 9 | Road descends and turns NE. down the W. side of the valley of the Vid . It leaves the Lovets road, which continues SE. across the Vid (see Route 87 at mile 9). The road from Geranovets via Glozhane joins here (see Route 85 at mile $17\frac{1}{4}$). |
| 10 | Road crosses the shoulder of a hill, alt. 1,512 ft. |
| $10\frac{3}{4}$ | Track NW. to village of Peshterna , $\frac{1}{2}$ mile. |
| $11\frac{3}{4}$ | Track NE. to Toros , on the Vid, $\frac{3}{4}$ mile. There is a road from Toros to Dirmantsi running parallel to the main road at a distance of $\frac{1}{4}$ to $\frac{1}{2}$ mile to the E. |
| $12\frac{1}{2}$ | Road crosses to N. of stream. |
| $14\frac{1}{4}$ | Alt. 692 ft.
Road crosses to W. of stream. |
| $16\frac{1}{4}$ | Dirmantsi on the Vid. There is a ford here across the Vid. |
| $19\frac{1}{4}$ | Road crosses to N. of stream. |
| $19\frac{1}{2}$ | Road winds with the Vid for $2\frac{1}{2}$ miles. |
| $21\frac{3}{4}$ | Aglen on the E. bank of the Vid. |

miles	
22	Road leaves the Vid and strikes across hilly country to avoid a great eastward bend in the river.
22 $\frac{3}{4}$	Track NW. to Rakita , 4 $\frac{1}{2}$ miles : whence track for 4 miles to the main road $\frac{1}{2}$ mile short of Telish (see Route 73 at mile 92 $\frac{1}{4}$).
29 $\frac{3}{4}$	Svinar (Cherikovo, Sadovets), on the W. bank of the Vid, alt. 351 ft. Road follows the course of the Vid closely for 1 mile, and then cuts across country, at an average distance of 1 mile from the Vid. Between Svinar and Plevna the country is very flat, and many tracks run to the main road (Route 73).
34 $\frac{1}{4}$	Krushovitsa.
40 $\frac{3}{4}$	Road crosses to W. of an affluent of the Vid. Plazivas (Yasen), on the E. bank of the Vid, 1 mile distant.
42 $\frac{1}{4}$	Road joins the main road (see Route 73 at mile 106 $\frac{3}{4}$).
48	Plevna.

ROUTE 87

ABLANITSA—LOVETS, 38 $\frac{3}{4}$ miles

This route leaves the Sofia—Orhanie—Plevna road (Route 73) at mile 70, 4 miles beyond Ablanitsa. It then follows Route 86 for 5 miles, crosses the Vid, and runs up the valley of the Kalni, as far as Mikre ; it then crosses the Lovets Planina to the valley of the Osma. It is a metalled road, believed to be capable of taking all sorts of traffic. In conjunction with the Lovets—Plevna road (Route 88) it forms another route to Plevna from mile 70 on the main Sofia—Plevna road.

miles	
0	Ablanitsa. From here to mile 9 see Route 86.
9	Alternative road to Plevna (see Route 86) branches NE. Road inclines SE.

miles

- 9 $\frac{1}{4}$ Road crosses to S. of **Vid** by wooden bridge.
- 9 $\frac{1}{2}$ Branch road SSW. up Vid to Teteven road (see Route 85 at mile 17 $\frac{1}{4}$).
- Road cuts across the hills separating the Vid from its affluent the Kalni.
- 10 $\frac{1}{4}$ Hill immediately on N. (alt. 1,130 ft.).
- 11 Road enters the **Kalni** valley and follows up S. bank closely.
- 12 **Turski Izvor.** The road crosses numerous streams.
- 16 $\frac{1}{2}$ Road crosses to E. of river Kalni and then leaves it.
- 18 $\frac{1}{2}$ Road crosses to E. of river **Kamenka**.
- 18 $\frac{3}{4}$ Road crosses to N. of affluent of Kamenka, and follows it up closely to Mikre. Between here and Mikre there are a number of scattered homesteads.
- 24 $\frac{3}{4}$ **Mikre.** Here the road turns N. and then NE.
- 29 $\frac{3}{4}$ Summit of watershed.
- 38 $\frac{3}{4}$ **Lovets.**

ROUTE 88

LOVETS—PLEVNA, 20 $\frac{3}{4}$ miles

This is a good road throughout. In addition to the main road there are numerous tracks across the hills to Plevna. One of these, that via Miras, Paternitsa, and Tirnina, was used by Osman Pasha in his attempt to relieve Lovets from Plevna in September 1877.

miles

- 0 **Lovets.**
- 1 Road crosses to N. of an affluent of the Osma.
Track NW. to Plevna used by Osman Pasha leaves main road here (see introductory note, above).
- 2 $\frac{3}{4}$ Road runs between vineyards.
- 4 $\frac{3}{4}$ Track E. to **Dolni Pavlikyane**, 2 miles.
- 6 Track W. to **Sotyuvo**, 1 mile.

miles

7 $\frac{1}{4}$

Tracks :

(i) W. to **Zalkovo**, 1 mile.(ii) NE. to **Slatina**, 2 miles.13 $\frac{1}{4}$ Track NE. to **Bogot**, 3 miles.14 $\frac{1}{4}$

Alt. 1,001 ft.

16

Track E. to **Tuchenitsa**, 4 miles.19 $\frac{3}{4}$

Road crosses to W. bank of Tuchenitsa river.

20 $\frac{3}{4}$ **Plevna.**

ROUTE 89

PLEVNA—VIDIN, 112 $\frac{1}{2}$ miles

This route is included because it was used by Osman Pasha in his march from Vidin to Plevna in 1877; it is now only kept up as a track, though it would seem to be regularly used. Osman Pasha's time-table was as follows:—July 13, Vidin-Akchar; July 14, 4 p.m., Drenovets; July 15, 12 noon, Vilchedrama; July 16, Altimir (halt till 3.30 p.m. on the 17th); July 17, Knyazha; July 18, dawn, River Isker; 12 noon, Mahalata; 6 p.m., Gornya Metropoliya; July 19, early, Plevna. The journey is described as a march of 110 miles in 6 $\frac{1}{2}$ days with guns. The route follows the Plevna-Rahovo road as far as Gornya Metropoliya, 9 miles (see Route 90). Most of the rivers and streams would have to be forded (for fords see pp. 15-18).

miles

0

Plevna.

9

Gornya Metropoliya. From here two tracks are available as far as Mahalata. Both run from the Plevna-Rahovo road. The two tracks are of equal length.

19

Mahalata.19 $\frac{1}{2}$

Road crosses a backwater of the Isker.

21

Road crosses to W. of the **Golem Isker.**

miles

- 29 **Knyazha** (see Route 76 at mile $23\frac{3}{4}$, and Route 71 under mile $20\frac{1}{4}$).
- 37 $\frac{3}{4}$ Road crosses to W. of the **Skit**.
- 39 **Tirnava**.
- 43 **Altimir**.
Track W. to Vratsa-Rahovo road (see Route 71 at mile $27\frac{3}{4}$).
- 43 $\frac{1}{2}$ Road crosses the Vratsa-Rahovo road (see Route 71 at mile $28\frac{1}{4}$).
Road now follows a general WNW. direction.
- 46 $\frac{1}{2}$ Road crosses to W. of the **Birzina**.
- 53 $\frac{3}{4}$ Road crosses to W. of the **Ogost**.
- 54 $\frac{1}{2}$ **Dolnya Gnoinitza**. Road crosses Kutlovitsa-Rahovo road (see Route 69 at mile $25\frac{3}{4}$).
The general direction of the road becomes NW.
- 59 $\frac{1}{2}$ **Gornya Gnoinitza**.
- 60 $\frac{3}{4}$ Road now turns NNW.
- 64 $\frac{3}{4}$ Road crosses the **Tsibra**.
- 65 $\frac{1}{2}$ **Vilchedrama**.
Half-way through the village ($\frac{3}{4}$ mile) the road turns W.
- 72 Road crosses to W. of the **Lutalnitsa**.
- 76 **Kutushtitsa**. Road enters Sofia-Lom Palanka road and follows it from N. to S. for $\frac{3}{4}$ mile (see Route 62 A at miles 83 and $83\frac{3}{4}$).
- 76 $\frac{3}{4}$ Road branches W. from Sofia-Lom Palanka road.
- 77 $\frac{3}{4}$ **Kirki Zhava**.
- 80 $\frac{1}{4}$ Road crosses the **Lom**, and runs NW.
- 80 $\frac{1}{2}$ **Vasilovtsi**.
Track E. to **Bairaktar Mahala** village and railway station, $\frac{1}{2}$ mile.
- 81 $\frac{3}{4}$ Road joins the Lom Palanka-Byelgradchik road.
Road now turns SW. For description between this point and Drenovets see Route 64, miles $28\frac{3}{4}$ – $21\frac{3}{4}$.
- 88 $\frac{3}{4}$ $\frac{1}{4}$ mile before the village of Drenovets the road turns

miles

sharply N. out of the Lom Palanka–Byelgradchik road. **Drenovets**, $\frac{1}{4}$ mile SW.

94 $\frac{1}{4}$ Road crosses to E. of the **Dobrili Dol**.

94 $\frac{1}{2}$ Road joins the Lom Palanka–Vidin road (via Danube bank). From here to Vidin see Route 66, miles 56–74 $\frac{1}{4}$.

112 $\frac{3}{4}$ **Vidin.**

ROUTE 90

PLEVNA—RAHOVO, 38 $\frac{3}{4}$ miles

This road follows the Plevna–Sofia road for 4 $\frac{1}{2}$ miles, and Plevna–Samovid road for 5 $\frac{1}{2}$ miles (see Routes 73 and 91). It then goes NW. to Rahovo, crossing the Isker by a ford. From Staroseltsi to Rahovo the route is a track across flat country. For the much longer but better route to Rahovo see Route 89, Plevna–Vidin road, to mile 43 $\frac{1}{2}$.

miles

0 **Plevna.** Road leaves NW. following Plevna–Sofia road (see Route 73, miles 112 $\frac{1}{2}$ –108).

4 $\frac{1}{2}$ Road branches NW. from Sofia road.

4 $\frac{3}{4}$ Road crosses to NW. of Sofia railway.

5 $\frac{1}{4}$ Road crosses to W. of Samovid railway.

5 $\frac{1}{2}$ Road to Samovid leaves to NE. (see Route 91).

Branch road SW. to Plevna–Sofia road, 1 mile (see Route 73 at mile 106 $\frac{3}{4}$).

9 **Gornya Metropoliya.**

12 $\frac{3}{4}$ Alt. 536 ft.

14 $\frac{3}{4}$ Track NE. to **Oryahovitsa** (Ravitsa), 6 miles, thence to Gigen (see below at mile 18 $\frac{3}{4}$).

18 $\frac{3}{4}$ **Staroseltsi.**

Branch road N. for $\frac{1}{2}$ mile, then NE. to **Oryahovitsa**, 6 $\frac{1}{2}$ miles; between these two places are 6 fords over the Isker, 3 close to Staroseltsi, 2 close to Oryahovitsa;

miles

track to remaining ford branches NW. at 3 miles from Staroseltsi. The road continues along E. bank of Isker to **Gigen**, 13 miles.

19 $\frac{1}{4}$

Road crosses the **Isker** by ford.

For alternative fords see above at mile 18 $\frac{3}{4}$.

The Isker bends N., the road following it for 1 $\frac{1}{2}$ mile.

20 $\frac{3}{4}$

Road crosses the **Gostil** by a bridge, and keeps NW. to Rahovo.

29

Road crosses ancient *vallum*.

29 $\frac{1}{2}$

Two tracks NE. to **Ostrov**, 1 $\frac{3}{4}$ mile.

30

Road crosses ridge above Danube marshes.

30 $\frac{1}{2}$

Road runs between Danube marshes and ridge.

34 $\frac{3}{4}$

Track SW. to **Selyanovtsi**, 1 $\frac{1}{4}$ mile, whence to Lukovits-Rahovo road, 2 $\frac{1}{2}$ miles (see Route 76 at mile 38).

Road now ascends a low ridge.

36 $\frac{1}{4}$

Lyeskovets.

38 $\frac{3}{4}$

Rahovo.

ROUTE 91

PLEVNA—GULYANTSI—SAMOVID, 28 $\frac{1}{4}$ miles

The road follows the Plevna-Sofia road for 4 $\frac{1}{4}$ miles (Route 73), then follows the Rahovo road (Route 90) for 1 mile, then turns sharp N. down the W. side of valley of Vid. It follows the Vid closely, but avoiding its windings to Gulyantsi, at which point it crosses to r. bank of the river. The country through which the road passes offers no natural obstacles. It is a good second-class road to Gulyantsi. The shortest way from Plevna to Samovid is by the Riben road (Route 92) as far as Bivolar, then by ford to W. side of Vid, and to Gulyantsi road, 1 mile from Bivolar.



THE DANUBE MARSHES NEAR GIGEN

miles

- 0 **Plevna.** From here to mile $5\frac{1}{2}$ see Route 90.
- $5\frac{1}{2}$ Road turns NE., leaving Rahovo road. The road now keeps within $\frac{1}{2}$ mile of railway, crossing it several times, to Samovid.
- $7\frac{1}{4}$ **Dolnya Metropoliya.**
Track SE. to Vid ford, $1\frac{1}{2}$ mile (see Route 92 at mile 4).
- $7\frac{1}{2}$ Branch road NW. to Gigen, as follows :
miles
- $4\frac{1}{2}$ **Marashki Trestenek.**
- $12\frac{1}{2}$ Branch track E. to **Brest**, $4\frac{3}{4}$ miles.
- 18 **Gigen** (see Plate VII).
- $8\frac{3}{4}$ Track to a ford to E. bank of the Vid and to Bivolar (see Route 92 at mile $5\frac{1}{2}$).
- $11\frac{3}{4}$ Track E. to a ford over the Vid and **Katsamunitsa** (see Route 92 at mile $8\frac{1}{2}$).
- $13\frac{1}{2}$ Track E. to a ford over the Vid and **Riben** (see Route 92 at mile $10\frac{1}{2}$).
- $16\frac{1}{2}$ **Komarovo** (ford over the Vid $\frac{1}{4}$ mile SE.).
- $17\frac{1}{2}$ Komarovo railway station.
- 18 Track NW. to **Brest**, $4\frac{1}{2}$ miles, and **Gigen**, 11 miles.
- $19\frac{1}{4}$ Track to a ford over the Vid and **Kreta** on E. bank of Vid, 1 mile (see Route 92 at mile $10\frac{1}{2}$).
- $22\frac{1}{4}$ **Gulyantsi.**
Road crosses to r. bank of **Vid** by bridge.
- $26\frac{3}{4}$ **Shamlievo.**
- $27\frac{1}{4}$ Samovid railway station, and steamer station on the Danube. The mouth of the Vid is 1 mile to W.
- $28\frac{1}{4}$ **Samovid.**

ROUTE 92

PLEVNA—RIBEN, $10\frac{1}{2}$ miles

WITH EXTENSION TO SAMOVID

This is a cart-road down the E. and more hilly side of the valley of the Vid. At Riben the road stops, but is connected by a ford with the Gulyantsi road, on the W. bank of the Vid. It thus avoids the detour from Plevna via Metropoliya, which follows the W. bank of the Vid and is a longer route (see Route 91). The Vid below Plevna is fordable at many places. Samovid, on the E. side of the Vid, is reached partly by road, partly by track, over undulating country.

miles

0 **Plevna.** The road strikes N. from the Plevna-Byela road (see Route 98).

$\frac{1}{4}$ Road crosses to N. of an affluent of the Vid, and to N. of railway.

$\frac{1}{2}$ Road inclines NW.

$\frac{3}{4}$ Track NE. to **Bukovlek**, 1 mile.

$1\frac{3}{4}$ Road crosses to N. of an affluent of the Vid.

4 **Opanets.** Track N. to ford over the Vid, $\frac{3}{4}$ mile, and on to **Dolnya Metropoliya**, $2\frac{1}{2}$ miles (see Route 91 at mile $7\frac{1}{4}$).

Road proceeds N.

$5\frac{1}{2}$ **Bivolar.**

Tracks :

(i) SW. to ford across the Vid, $\frac{1}{2}$ mile, continuing W., and then SW. to **Dolnya Metropoliya**, 2 miles (see Route 91 at mile $7\frac{1}{4}$).

(ii) Tracks NW. to fords across the Vid, continuing to Gulyantsi road, about 1 mile.

This is the shortest way from Plevna to Samovid (see Route 91, introd. and at mile $8\frac{3}{4}$).

miles

Road now follows windings of the Vid.

8½

Katsamunitsa. Ford to W. side of the Vid.

Track W. to railway, ½ mile (see Route 91 at mile 11¾).

10½

Riben, on E. bank of the Vid.

A track W. fords the Vid, to railway, 1 mile, and to Gulyantsi road (see Route 91 at mile 13½), 1¼ mile.

From Riben there are very inferior roads, often mere tracks, as follows :

(i) NE. by N., along the top of the E. ridge of the Vid valley over an alt. of 659 ft., to **Kreta** on the Vid, about 8 miles, and about 1 mile S. of the stone railway bridge on the Samovid line. From Kreta the track continues down E. bank of the Vid, following the railway closely to **Shamlievo**, 6 miles (alt. 98 ft.), and **Samovid**, 1½ mile farther on (see Route 91 at mile 19¼).

(ii) NE. to **Kopriva**, about 6 miles, then N. by road to **Shyakovo**, 1½ mile farther on, whence by inferior road to **Gradeshti** (Gaurene), 4 miles, and by track down to the Vid level at Shamlievo, 6 miles.

From Gradeshti there is a road E. by NE., crossing to E. of the Osma (6¾ miles), and joining the Plevna-Nikopol road (½ mile farther on).

(iii) Track E. to **Brishlyanitsa**, 5½ miles, joining the Plevna-Nikopol road (see Route 99 at mile 4½).

ROUTE 93

KAZANLIK—KARLOVO, 33 miles

This is the central section of the Stara Zagora-Zlatitsa route along the S. foot of the Balkans. It is a good second-class road until the last $7\frac{1}{2}$ miles, running through easy country except for a few miles W. of Kalofer, where it crosses the watershed between the Tunja and the affluents of the Stryama.

miles

0 **Kazanlik.** The road runs WSW. across the plain of the **Tunja**, through vineyards and rose gardens, crossing several small affluents, all of which are bridged, and gradually approaching the river.

4 Road crosses to SW. bank of Tunja by a bridge, and turns WNW. up this bank, along foot of hills to SW.

$5\frac{1}{4}$ Road crosses to NW. bank of an affluent of the Tunja by a bridge.

$7\frac{1}{4}$ Road crosses to N. bank of the Tunja by a bridge and resumes WNW. direction.

$8\frac{1}{2}$ **Dolni Sahrane** to N. of road.

$9\frac{3}{4}$ Branch road NNE. to Shipka, $8\frac{1}{2}$ miles, as follows :

miles

 $\frac{3}{4}$

Road crosses to NE. bank of affluent of Tunja.

 $1\frac{1}{4}$

Gorni Sahrane.

 $1\frac{1}{2}$

Track N. to **Sofilari** (Skobelevo), 2 miles, and over **Himitli** pass, 11 miles, to **Gabrovo**.

3

Alternative tracks NW. to Sofilari, 2 miles, and NNW. to Himitli pass track (above), 3 miles. At mile $\frac{1}{2}$ on this latter track a branch track runs NE. to **Himitli** (Blagodatevo), $1\frac{1}{4}$ mile.

miles	miles	
	3½	Road crosses to NE. bank of an affluent of the Tunja.
	5¾	Cross-roads : (i) W. to Himitli , 2 miles. (ii) ESE. to Seinovo , 2 miles, whence N. to Shipka, 4 miles, or ESE. to Sikirichevo , 4 miles (see Route 103 at miles 25¼ and 21¼).
	6¼	Road crosses to NE. bank of an affluent of the Tunja.
	8½	Shipka . (See Route 103 at mile 29¼.)
12¼		Gabarevo , ½ mile S. of road.
14½		Branch road SSW., crossing the Tunja and several affluents to Ternicheni , 1 mile, and Okchular (Alexandrovo), 4 miles.
15¼		Road crosses to W. bank of Edrovitsa .
15½		Branch road NW. to Golemoselo , 1 mile.
16¼		Road crosses to SW. bank of the Manastir Dere , and turns SW.
17¼		Malkoselo immediately N. of road, which ascends, skirting vineyard-covered slopes.
19¼		Doimush Lari 1 mile S. of road.
20¾		Alt. 1,774 ft. Road turns NW. up defile, following NE. bank of Tunja.
22¾		Road crosses to W. bank of the Tunja. Kalofer , alt. about 1,780 ft. Road proceeds WNW., climbing watershed, alt. about 2,000 ft.
23¼		Track branches N. to Rozalita pass and Novoselo (see Route 94).
23½		Road turns SW. and winds down ravine.
24½		Road crosses to W. bank of Ak Dere , and follows it closely.
25½		Branch road SW. to Philippopolis (see Route 81 at mile 29). Road turns WNW., and deteriorates.
27		Mitirizovo . Road turns sharp S.

miles

27½

Road turns WNW. and skirts foot of hills to N., crossing many small streams and marshy ground.

31½

Arapovo, ½ mile NE. of road.

33

Road crosses to W. bank of stream and enters **Karlovo**.

ROUTE 94

KALOGER—NOVOSELO—SEVLIEVO—SUGUNDUL—
PAVLIKYANE—SISTOV, 103½ miles

This track provides a route from S. to N. across the Balkans via the Rozalita pass, about 15 miles W. of the Shipka pass. It is, however, a more difficult alternative, the track being inferior and the summit to be crossed higher by 1,700 ft. From Novoselo, at the N. end of the pass, several second-class roads are available, converging towards Sevlievo, the best being via Debnovo. The other roads are given below under routes 94 A and 94 B. From Sugundul to Sistov an alternative road is available. This is described in Route 94 C.

miles

0

Kalofer, alt. about 1,780 ft. (see Route 93 at mile 22¾). The route follows the Karlovo road to the outskirts of the town, then diverges as a track NW. up a spur on the W. bank of the **Tunja**, here a small stream.

½

Alternative track diverges NNE. up the Tunja, 2 miles, and then bifurcating : one branch runs NNW. up side of spur, rejoining at mile 4½ ; a second continues N., reaching an alt. of 6,856 ft., and rejoins main track at mile 9.

1

Track crosses spur and descends in same direction to **Kurdeinitza** stream.

2

Track crosses to W. bank of the Kurdeinitza and follows it up NNE.

2½

Track from **Karlovo** (9 miles) enters from SW.

miles

3 $\frac{1}{4}$

Monastery of **Sveta Bogoroditsa**. (This monastery should not be confused with the very important monastery of the same name, about 5 miles SE. of Troyan.)

Track recrosses to E. bank of stream and reascends spur (see mile 1), still NNE.

4 $\frac{1}{2}$

Alternative track from Kalofer (see mile $\frac{1}{2}$) comes in from SE.

Track continues up spur NNW. and then N.

7 $\frac{1}{2}$

Track turns NNE. Undulating, wooded country.

9

Alt. 6,136 ft. Alternative track from mile $\frac{1}{2}$ rejoins from the S.

Track descends NE. to head-stream of the **Tesha**.

10

Track crosses to N. bank of stream and ascends NW., entering **Rozalita** pass.

10 $\frac{1}{2}$

Track crosses main ridge (alt. 6,332 ft.) and descends steeply N.

11 $\frac{1}{2}$

Track strikes head-stream of the **Ostrets**, leaving pass, and follows it all the way to Novoselo.

13 $\frac{1}{2}$

Track turns NW. Beech and pine woods.

18

Novoselo.

From here to Sevlievo three routes are available : (i) the easiest, but longest, follows the valley of the Vidima throughout (as below) ; (ii) the shortest, but probably most difficult, turns NE. (Route 94 A) ; (iii) an easier and slightly longer route follows the valley of the Negoichitsa ENE. (Route 94 B). The first of these is here treated as the main route.

From Novoselo road crosses the Ostrets and follows it.

19

Road crosses to W. bank of the **Vidima**, above its confluence with the Ostrets. The road now follows down the Vidima.

20

Valley narrows. Steep heights each side of road.

20 $\frac{1}{2}$

Road turns N.

22 $\frac{1}{4}$

Skandalo. Road turns NNW., then bends W. round spur. Valley widens.

miles

- 23½ Road turns NW.
- 24 Road crosses to E. bank of river, turning N., and follows it all the way to Debnovo.
- 25¾ Road from Troyan (see Route 95 at mile 7) comes in from WSW., crossing river.
- Road turns NNW.
- 27 Valley narrows to defile, and road turns N.
- 28¼ Road turns NE., out of defile and skirts hills on r. bank of river.
- Road crosses to N. bank of Vidima. **Debnovo.**

Alternative second-class road keeping to N. of Vidima branches NNE. as follows :

miles

- ½ Road turns ENE., then gradually NE.
- 5½ **Demyanovo.** Road turns E., along foot of ridge. Alt. 2,631 ft.
- 9 **Hirva.**
- 11 Road turns ENE. Tracks lead S. to main road, ¼ mile.
- 12½ Road rejoins main route (see mile 40½ below).

Road crosses to S. (r.) bank of Vidima by a bridge and skirts steep hills on right bank of Vidima.

- 32½ **Berievo.** Direct road continues E. along foot of hills. Alternative road marked as better strikes S. into hills 1 mile, then bends ESE. 2 miles, then ESE. and N. to Gradnitsa (4½ miles).
- 35 Road turns SE.
- 35½ **Gradnitsa.** Branch road from Stolot comes in from SSE. (see Route 94 A at mile 8).
- Road turns E.
- 36½ Road turns NE., crossing to N. bank of the Vidima by a bridge.
- 38 Track N. to Hirva, 1½ mile (see above under mile 30).

miles

- 40 $\frac{1}{2}$ Alternative route from mile 30 rejoins main route from WSW.
- Alternative route from Novoselo rejoins main route (see Route 94 A at mile 14 $\frac{1}{2}$).
- Road turns ENE. and descends along NE. side of steep spur.
- 45 **Sevlievo**, alt. 636 ft., pop. about 9,000.
- Alternative route from Novoselo rejoins main route (see Route 94 B).
- From Sevlievo the Lovets road (see Route 96) is at first followed WNW.
- 48 Guard-house.
- Lovets road branches WNW. (see Route 96 at mile 18 $\frac{1}{2}$).
- Road turns N., following l. bank of the **Rusitsa**, through the Sevlievska Planina.
- 51 Road crosses to N. bank of an affluent of the Rusitsa by a bridge.
- 51 $\frac{1}{2}$ Road turns E., following the Rusitsa.
- 53 $\frac{1}{2}$ **Dibeltsov** on N. of road.
- 54 $\frac{1}{2}$ Road turns N.
- 56 Road turns NNW., leaving the Rusitsa.
- 57 Road crosses to N. of an affluent of the Rusitsa by a bridge, and turns NNE.
- 57 $\frac{1}{2}$ Alt. 1,456 ft. $\frac{1}{2}$ mile W. of road.
- 58 $\frac{1}{2}$ Road crosses to N. of an affluent of the Rusitsa by a bridge.
- 59 Road turns E.
- 60 Roads turns NE. and climbs over spur.
- 61 $\frac{1}{2}$ Road turns N. and descends through vineyards.
- 65 **Sugundul** (Suhindol). Road continues ENE. passing through vineyards for 3 $\frac{1}{2}$ miles.
- 67 $\frac{1}{4}$ Alternative road NNW. to Sistov (see Route 94 C).
- 70 $\frac{1}{4}$ Alt. 820 ft. to N. of road.
- 72 $\frac{1}{2}$ Road crosses to E. of Plevna-Varna railway.
- 73 $\frac{1}{4}$ **Pavlikyane**. Railway station $\frac{1}{2}$ mile to S. of village.

miles

Roads from Gabrovo and Drenovo come in from the S. (see Route 97 at mile $23\frac{3}{4}$), and road from Tirnovo comes in from the ESE. (see Route 108 A at mile $17\frac{1}{2}$).

Branch road NW. to **Butovo**, 6 miles: for alternative road thence to Sistov see Route 94 C at mile $10\frac{1}{4}$.

Road turns NNE.

77 $\frac{3}{4}$

Branch roads:

(i) W. to **Nedan**, $3\frac{1}{2}$ miles.

(ii) E. down the valley of the **Eliya** to **Polski Trembesh**, 13 miles (see Route 106 at mile $21\frac{1}{2}$).

80 $\frac{1}{4}$

Road turns NW.

81 $\frac{1}{4}$

Road crosses to W. bank of stream by a bridge.

Batak. Alt. 426 ft. $\frac{1}{2}$ mile E. of village.

Road leaves village on W. side, turns NNE. and descends.

83 $\frac{3}{4}$

Karaisan. Road crosses to N. of the **Karaach Dere** in the village.

Road from Tirnovo via Gornya Lipnitsa comes in from the SE. (see Route 108 at mile $29\frac{1}{4}$).

84 $\frac{3}{4}$

Alt. 413 ft. Road turns NNW.

86 $\frac{1}{2}$

Road crosses Plevna-Byela road from SSE. to NNW. (see Route 98 at mile 37).

87

Gornya Studena to E. of road.

89 $\frac{1}{2}$

Alt. 341 ft. $\frac{1}{2}$ mile E. of road.

91

Track from Ovcha Mogila comes in from SW. (see Route 94 C at mile $21\frac{3}{4}$).

Road turns NE.

93

Kozlovets. Road turns N. in village and then proceeds NNW., following the **Sluvska Bara** valley.

94

Road turns NNE.

95 $\frac{1}{2}$

Road crosses the Sluvska Bara by a bridge and turns NNW.

96

Road bends N.

97 $\frac{1}{2}$

Tirnovo-Polski Trembesh-Sistov road comes in from the SE. (see Route 107 at mile $47\frac{1}{4}$).

miles	
	Road turns NW.
98½	Road turns N.
99	Tsarevits. Road crosses to N. of the Tekir Dere by a bridge in the middle of the village. After crossing the stream the road turns NE. down its valley.
	Alternative track to Sistov, 2½ miles, leaves N. from the N. side of the village.
101	Road turns N. and then WNW. through cultivated country and vineyards to Sistov.
103½	Sistov (Svishtov). Railway line to Levski on Sofia-Varna line.

ROUTE 94 A

NOVOSELO—SEVLIEVO, 19 miles

This is an alternative to Route 94, miles 18–40½, shorter but more difficult. It is a track only for first 3 miles.

miles	
0	Novoselo. Track leaves E. end of village in an ENE. direction.
½	Track turns NE.
2	Track turns E.
3	Track turns N. and becomes road following W. bank of stream downwards through defile in hills, which rise to summits of 3,200 ft. E. and 3,930 ft. W.
8	Stolot (Gradnishki Kolibi).
	Branch road NNW. 2½ miles to Gradnitsa on main route (mile 35½ above).
	Road turns NE. leaving stream.
12	Dushva. Road crosses to N. bank of the Vidima , and continues NNE.
14	Chadirli. Road turns NW.
14½	Road rejoins main route (Route 94) at mile 40½.
19	Sevlievo.

ROUTE 94 B

NOVOSELO—SEVLIEVO, $21\frac{1}{2}$ miles

This is an alternative route (which is only a track for the first 8 miles) to Route 94, miles 18–45.

miles

0	Novoselo. Track leaves Novoselo at the S. end and turns SE. and then ENE.
5	Krevenik. Track descends narrow valley of the Negoichitsa .
8	Stoki. Track becomes road, and turns N., still following a winding stream more or less closely.
10	Road turns NNE.
$12\frac{1}{2}$	Batoshevo. Monastery W. of road.
18	Road crosses to N. bank of the Vidima by a bridge.
$21\frac{1}{2}$	Sevlievo.

ROUTE 94 C

SUGUNDUL—SISTOV, $35\frac{1}{2}$ miles

This is an alternative to Route 94, miles $67\frac{1}{4}$ – $103\frac{1}{2}$. It is a cart-road, and the surface is poor, but the road keeps near the railway.

miles

0	Sugundul. Follow Route 94 (mile 65) for $2\frac{1}{4}$ miles.
$2\frac{1}{4}$	Road turns NNW. from mile $67\frac{1}{4}$ on Route 94.
$3\frac{1}{4}$	Dimcha.
5	Verbovka.
10	Road crosses to E. of Plevna–Varna railway.
$10\frac{1}{4}$	Butovo. Road crosses to N. bank of the Lom by a bridge in the village.

Road from Pavlikyane comes in from the SE. (see Route 94 under mile $73\frac{1}{4}$).

miles

Road turns NNW.

10 $\frac{3}{4}$

Road crosses to W. of railway.

13

Osma Gradishte. Road turns NE. at entrance of village.

Branch track NW. to railway bridge on the **Osma**, 1 mile, and **Levski** village and **Karaagach** (S. of village), railway junction station for Sistov branch line, 4 miles.

Road crosses to NE. of railway on leaving village, and turns NNE.

15

Road crosses to N. bank of the Lom by a bridge. **Varena.**

17 $\frac{3}{4}$ **Chervena** on E. of road. Road turns NNW.19 $\frac{3}{4}$

Alt. 488 ft. Road crosses Plevna-Byela road from S. to NE. (see Route 98 at mile 31), and turns NE.

21 $\frac{3}{4}$ **Ovcha Mogila.**

Tracks :

(i) WNW. to **Haji Musa** (Morava) village and railway station, 3 miles.

(ii) NE. to main road (Route 94) at mile 91, 5 miles.

Road turns N., following down the W. bank of the **Chervena.**

25 $\frac{1}{2}$

Road crosses to E. bank of the Chervena by a bridge.

26

Track NNE. to **Bolgarsko Slivovo**, 4 miles, and Sistov, 9 $\frac{1}{2}$ miles.

Road now proceeds through sparsely inhabited country to Sistov.

35 $\frac{1}{2}$ **Sistov.**

ROUTE 95

TROYAN—SEVLIEVO, $26\frac{1}{4}$ miles

This is a second-class road, the earlier part of which degenerates into a track. From mile 7 onwards the Kalofer-Sevlievo road (Route 94) is followed.

miles	
0	Troyan. Road leaves N. end of the town, crossing to E. bank of the Byeli Osma , and winds NNE. round base of hill.
1	Road turns ESE. up S. bank of the Cherni Osma .
$2\frac{3}{4}$	Road turns NNE. and deteriorates.
	Track SE. to monastery of Sveta Bogoroditsa , $2\frac{1}{2}$ miles. This monastery, which was very solidly and lavishly rebuilt in the nineteenth century, is one of the richest and most important in Bulgaria. It is situated in a fertile and well-cultivated area, and there are large flocks of sheep on its lands.
$3\frac{1}{2}$	Road crosses to NE. bank of the Cherni Osma, and turns ENE., entering hills.
$4\frac{1}{2}$	Alt. 1,830 ft.
7	Road descends into upper valley of the Vidima , and joins Kalofer-Novoselo-Sevlievo road (see Route 94 at mile $25\frac{3}{4}$), which it follows to Sevlievo.
$26\frac{1}{4}$	Sevlievo.

ROUTE 96

LOVETS—SEVLIEVO—TIRNOVO, 50 miles

This is a main road throughout, first class, metalled, but runs through hilly country, crossing the plateaus between the Osma, Rusitsa, and Yantra rivers. Running W. and E. it forms a valuable line of communication between the passes over the central Balkans on the S., and the roads following

the river valleys towards the Danube to the N. Between Lovets and Sevlievo the road crosses undulating, wooded country. The villages lie off the route. A certain number of Roman Catholics are found in the neighbourhood of Lovets. Between Sevlievo and Tirnovo the plateau is partly covered with forest, which extends to Tirnovo: hardly a building is passed the whole way.

miles

- | | |
|-----------------|---|
| 0 | Lovets. Road starts from the S. end of the town. The road crosses to the E. bank of the Osma by a bridge, and turns sharp NE. |
| $\frac{1}{2}$ | Road turns E., and ascends vineyard-covered hill. |
| 1 | Road turns SE. |
| $1\frac{1}{2}$ | Road turns ESE. |
| $5\frac{1}{2}$ | Road turns NE. Track SW. to Gorni Pavlikyane , 1 mile. |
| 6 | Road turns ESE., then E. |
| 7 | Track ENE. to Kakrina , $2\frac{1}{2}$ miles.
Road turns ESE. |
| 8 | Alt. 1,666 ft. immediately to N. of road. Road begins to descend. |
| 9 | Track N. to Kakrina , $1\frac{1}{4}$ mile. |
| 10 | Han Kakrina. |
| $11\frac{3}{4}$ | Road turns S. into ravine. |
| $12\frac{1}{2}$ | Road crosses to SE. bank of stream by a bridge and turns E. down ravine. |
| 13 | Road crosses to E. bank of small stream by a bridge and climbs SE. out of ravine. General direction then becomes ESE. |
| $13\frac{1}{2}$ | Alt. 1,653 ft. $\frac{1}{4}$ mile N. of road. |
| $14\frac{1}{2}$ | Akendzhilar $\frac{1}{2}$ mile S. of road. |
| $16\frac{1}{2}$ | Road descends into the valley of the Rusitsa . |
| $17\frac{3}{4}$ | Kurmenchik immediately N. of road, which turns SE. |
| $18\frac{1}{2}$ | Road from Pavlikyane comes in from N. (see Route 94 at mile 48). |

miles

Road crosses to S. bank of an affluent of the Rusitsa.
Guard-house on N. bank of stream.

19 $\frac{1}{4}$

Road crosses another affluent.

21 $\frac{1}{2}$

Sevlievo. Alt. 636 ft.

Road leaves from the SE. end of the town and crosses to the SW. bank of the Rusitsa by a bridge of 7 arches.

22

After crossing bridge, road turns E.

Branch road SE. to Gabrovo (see Route 105 at mile 17 $\frac{3}{4}$).

22 $\frac{1}{4}$

Road crosses to E. bank of the Rusitsa, and turns ENE.

22 $\frac{1}{2}$

Road crosses to N. bank of the **Chinar**, up the valley of which it runs for 6 $\frac{1}{2}$ miles, slowly approaching the W.-E. line of the Sevlievska Planina.

24 $\frac{1}{2}$

Bogatovo immediately S. of road.

28

Road makes sharp bend round projecting spur. Alt. 882 ft. on bank of stream below road. Road now ascends watershed.

30 $\frac{1}{4}$

Alt. 1,688 ft. immediately above road, which turns E. and descends.

31

Track S. to **Lovnidol**, 5 $\frac{1}{2}$ miles, and **Gabrovo**, 15 miles.

A branch road leaves this track at mile 1, E. and then SE. to the Drenovo-Sistov road (see Route 97 at mile 2).

Road turns NE.

31 $\frac{1}{2}$

Han. Branch road N. to **Byela Cherkova**, 11 miles, and **Pavlikyane**, 13 $\frac{1}{2}$ miles (see Route 94 at mile 73 $\frac{1}{4}$).

Road turns ENE.

34 $\frac{1}{2}$

Road crosses head-stream of an affluent of the Rusitsa.

35 $\frac{1}{2}$

Novoselo immediately S. of road.

38

Balvan. Road turns E.

38 $\frac{1}{2}$

Branch road S. to Drenovo-Sistov road, 2 $\frac{3}{4}$ miles.

40 $\frac{3}{4}$

Drenovo-Sistov road crosses from S. to N. (see Route 97 at mile 8 $\frac{3}{4}$).

miles

Road follows edge of plateau above l. bank of the **Yantra**. An alternative track runs ENE., passing through **Kestambol** at mile 1, and then turning ESE. and rejoining main road, $3\frac{1}{2}$ miles, at mile 44.

45 Track S. to **Ledenik**, $\frac{1}{2}$ mile, on N. bank of the Yantra.

46 Road passes through vineyards as far as Tirново.

49 Road turns NE.

49 $\frac{1}{2}$ Roads from Nova Zagora and from Shipka Pass and Gabrovo come in from the S. (see Route 110 at mile $62\frac{1}{2}$, and Route 103 at mile $66\frac{1}{4}$).

Road turns SW. on to rocky peninsula on which Tirново stands.

50 **Tirново.**

ROUTE 97

DRENOVO—PAVLIKYANE—SISTOV, 54 miles

A fairly good road over easy country, though for heavy wheeled traffic the best route would probably be via Tirново.

miles

0 **Drenovo.** Road leaves N. through vineyards.

2 Branch road SW. and then NW., crossing the **Yantra** at mile $3\frac{1}{2}$, to **Gostilitsa**, 5 miles, **Malkochevo**, 8 miles, and the Sevlievo—Tirново road, 11 miles (see Route 96 at mile 31).

Road turns NE., soon taking a general NNE. direction.

4 $\frac{3}{4}$ **Kerek.** Road leaves NW. General direction now branches N.

7 $\frac{1}{2}$ **Pushevo.**

Branch road WSW., fording the Yantra at mile $1\frac{3}{4}$, whence N. to **Balvan**, $2\frac{3}{4}$ miles (see Route 96 at mile $38\frac{1}{2}$).

miles	
7 $\frac{3}{4}$	Road crosses to N. of the Yantra by a ford.
8 $\frac{3}{4}$	Road crosses Sevlievo-Tirnovο from S. to N. (see Route 96 at mile 40 $\frac{3}{4}$). Road now turns NW.
14 $\frac{1}{4}$	Musino , to E. of road. Two tracks NE. to Golemo Yalari, 1 $\frac{1}{2}$ mile (see Route 108 A at mile 7 $\frac{3}{4}$).
18 $\frac{3}{4}$	Mihaltsi . Branch road NE., crossing railway, and turning E., to Stambolovo on Tirnovο-Pavlikyane road, 1 $\frac{1}{4}$ mile, whence NW., crossing the Rusitsa by a stone bridge at mile 2 $\frac{1}{4}$, to Pavlikyane , 5 $\frac{1}{4}$ miles (see Route 108 A at mile 13 $\frac{1}{2}$).
20 $\frac{3}{4}$	Road from Gabrovo comes in from the S.
21	Road crosses to N. of the Rusitsa by a wooden bridge.
21 $\frac{1}{2}$	Byela Cherkova .
23 $\frac{1}{4}$	Pavlikyane railway station, E. of road, on Plevna-Varna railway line.
23 $\frac{3}{4}$	Pavlikyane . From here to Sistov see Route 94 between miles 73 $\frac{1}{4}$ and 103 $\frac{1}{2}$.
54	Sistov .

ROUTE 98

PLEVNA—BYELA, 58 miles

This is a section of the important main route Sofia-Plevna-Rustchuk. It is a first-class road throughout, passing through easy country, and probably fit for motor transport.

miles	
0	Plevna . Road leaves E. by S. from NE. end of town, and runs up S. bank of a stream between heights defended by Turks in 1877. It keeps close to the Plevna-Varna railway for the first 4 $\frac{1}{2}$ miles.
2	Road crosses to N. bank of stream and passes under Plevna-Varna railway.
2 $\frac{1}{2}$	Branch road NE. to Nikopol (see Route 99).

miles

- 4 **Grivitsa** village immediately N. of road. Alt. 554 ft. immediately S.
Road turns ENE. Remains of Russian entrenchments (1877).
- 5 Branch road N. to Nikopol road (mile $2\frac{1}{2}$ above).
- 6 Alt. 872 ft. Road crosses bare plateau. Villages mostly off the route.
- 7 Road crosses marshy ground for 2 miles.
- 11 Alt. 754 ft. Road gradually descends towards Osma valley.
- 12 Branch roads :
(i) NNE. to **Turski Trestenik**, 3 miles.
(ii) SSW. to **Poradim**, $3\frac{1}{2}$ miles, village and railway station on Plevna-Varna line, whence NE. to the main road, $8\frac{1}{2}$ miles, at mile $19\frac{1}{2}$.
- $14\frac{1}{2}$ **Bolgarskii Karaagach** $\frac{1}{2}$ mile N. of road.
- $17\frac{1}{2}$ Track S. to **Radinenets**, $\frac{1}{2}$ mile, whence road S. to Radinenets railway station, $5\frac{1}{2}$ miles.
- $19\frac{1}{2}$ Branch road from **Poradim** enters from SW. **Vino** immediately N. of road. Road turns E. and skirts the marshy ground near the Osma. It is protected from inundation by a dike.
- $21\frac{1}{4}$ Branch road ENE., crossing river by bridge, to **Stizharov**, $6\frac{1}{2}$ miles, down the **Bar**, and to the Sistov-Nikopol road, $13\frac{1}{2}$ miles (see Route 109 at mile 52).
- 23 **Bulgareni** immediately N. of road, with bridge over river, and branch road to **Stizharov** road, 2 miles.
- Track SSE. to **Lizhane**, 2 miles, and **Levski** village and **Karaagach**, railway junction station for branch line to Sistov, 6 miles.
- Road turns ESE.
- 26 Road crosses to E. bank of the **Osma** by stone bridge. Alt. about 190 ft. The plateau E. of the river rises steeply to about 600 ft.

miles

- 27 $\frac{1}{2}$ **Kozar Byeleni** $\frac{1}{4}$ mile S. of road on low ground by the river. River is fordable between here and **Ortaköi**, 2 miles SW., on W. bank, whence a road continues to Levski, 4 miles. River is fordable at other points in the neighbourhood.
Road now turns ENE. and ascends.
- 28 $\frac{1}{2}$ Branch road NE. to **Haji Musa** village and railway station.
- 29 Road crosses to E. of Sistov railway.
- 31 Alt. 488 ft. Alternative road on Sevlievo–Sistov Route crosses from S. to NE. (see Route 94 C at mile 19 $\frac{3}{4}$).
- 32 $\frac{1}{2}$ Road crosses to E. bank of the **Chervena** by a bridge.
- 37 Sevlievo–Sistov road crosses from S. to N. (see Route 94 at mile 86 $\frac{1}{2}$). **Gornya Studena** $\frac{1}{4}$ mile N. of road.
- 38 Road turns ESE.
- 38 $\frac{3}{4}$ Road crosses to E. bank of **Karaach Dere**.
- 39 $\frac{1}{4}$ Road resumes ENE. direction.
- 44 $\frac{1}{2}$ Road crosses to E. bank of stream and ascends. Branch road down W. bank NE. to **Pavel**, 3 miles (see Route 107 at mile 34 $\frac{3}{4}$).
- 45 $\frac{1}{2}$ Alt. 469 ft.
- 47 $\frac{1}{2}$ Tirnovo–Sistov road leaves NW. for Sistov, and, a few hundred yards farther on, SE. for Tirnovo (see Route 107 at mile 30 $\frac{1}{2}$).
- 50 **Burumlji** $\frac{1}{2}$ mile N. of road. Road now follows the N. bank of an affluent of the Yantra.
- 53 Tirnovo–Sistov road (see Route 107) enters from S. Road crosses to E. of Tirnovo–Rustchuk railway, and turns NNE. down W. bank of the **Yantra**. Alt. about 90 ft.
- 54 Road turns E. into a peninsula made by a bend of river.
- 54 $\frac{1}{2}$ Track N. to Byela railway station, $\frac{1}{2}$ mile.
- 55 Road NW. to Byela railway station, $\frac{3}{4}$ mile.

miles	
55 $\frac{1}{4}$	Alt. 351 ft. immediately to N. of road.
57	Road crosses to E. bank of the Yantra by good stone bridge built in 1868–70, and turns sharp S.
58	Byela (centre of town). Pop. about 4,500.

ROUTE 99

PLEVNA—NIKOPOL, 29 miles

This is a second-class road. The journey takes about 7 hours, driving. The road passes through bare and deserted country.

miles	
0	Plevna. Road leaves ESE. from NE. end of town, following the Byela road (see Route 98) for 2 $\frac{1}{2}$ miles.
2 $\frac{1}{2}$	Byela road branches E. Road turns N. and ascends.
2 $\frac{3}{4}$	Road turns NE.
3 $\frac{1}{2}$	Fort NW. of road. Grivitsa 1 mile SE.
4 $\frac{1}{2}$	Alternative road, inferior to main road, branches NNE. as follows :

miles	
2 $\frac{1}{4}$	Track NW. to Verbitsa , 1 $\frac{1}{4}$ mile.
3 $\frac{1}{4}$	Road turns W.
3 $\frac{1}{2}$	Road turns N.
4 $\frac{3}{4}$	Alt. 692 ft. Road turns NNE.
6 $\frac{1}{4}$	Road enters valley of an affluent of the Vid, and follows stream closely N.
8 $\frac{1}{4}$	Track NW. to Brishlyanitsa , $\frac{1}{4}$ mile (see Route 92 under mile 10 $\frac{1}{2}$). Road turns NE. out of valley.
9 $\frac{1}{2}$	Alt. 646 ft. Road descends.
16	Road rejoins main road at mile 22 $\frac{1}{2}$.
4 $\frac{3}{4}$	Road turns NE.
9 $\frac{1}{2}$	Koyulovtsi , alt. 734 ft.

Branch road ESE. to **Turski Trestenik**, 5 miles.

miles

Road continues NNE. over a bare and deserted plateau.

12½

Mechka. Road turns ENE.

14

Road follows Mechka stream NNE.

19

Road turns NW. down valley of the Osma. **Debovo.**

21½

Road turns N.

22½

Alternative road from mile 4½ enters from SW. Road turns NNE. along river bank.

23½

Road crosses to E. bank of the **Osma** by a bridge.

23½

Moselievo. Road turns N. down E. bank of the Osma.

25½

Dzhurno.

Branch road SW. crossing the Osma by a bridge, to **Gradeshti** at mouth of the Vid, 6 miles (see Route 92 under mile 10½).

Road leaves valley and climbs on to bare plateau NNE. (scene of a battle in 1396 between Bajazet and the French and German crusaders who had come to aid Sigismund I of Hungary).

29

Nikopol. Pop. about 6,000. Dominated on either side by the plateau.

ROUTE 100

PHILIPPOPOLIS—SLIVNO, 98¼ miles

This is a first-class road all the way, fit for motor transport. It follows the Adrianople road for 16 miles. It crosses the Maritsa by a ford and runs through the Roumelian plain as far as Slivno, skirting the S. border of the Sredna Gora.

miles

0

Philippopolis. Road leaves E., following the Adrianople road (see Route 61 at mile 107½). The Maritsa is kept immediately on the N.

6¾

Road crosses to E. bank of the **Stanimachitsa** by

miles

a stone bridge. Track S. to **Katunitsa** (Stanimaka) railway station on Sofia-Adrianople railway, 3 miles.

9½ Track S. to **Sadovo** railway station, 1½ mile.

12½ Road runs immediately N. of railway and enters rice-fields.

14¾ Road crosses to E. of railway.

15¾ Branch road S. to **Izbegli**, 7½ miles.

16 **Papazli** village and railway station, alt. 459 ft., pop. 800. Corn and bean trade.

(i) Adrianople road branches SE. (see Route 61 at mile 91½).

(ii) Track N., crossing the Maritsa by ferry, 2¾ miles, to **Giren** village and railway station on the Philipopolis-Burgas line, 4¾ miles.

Road turns NNE., crosses to N. of railway, and then turns ENE. out of the village.

18 **Sati Byegovo**. Road enters rice-fields.

19½ Road crosses to N. bank of the **Maritsa** by ferry for vehicles.

20½ Road crosses to E. bank of an affluent of the Maritsa by bridge.

20¾ **Süimen** (Stradzhar). The railway to Burgas runs about 2½ miles to N., gradually approaching the road.

22¾ Road crosses to E. bank of an affluent of the Maritsa by a bridge.

24¾ **Syulemeshli** (Plodovitovo). Track S. to **Chakerdzhi**, 2 miles, then SE. to **Razvala Halatköi** (Krushevo), 3¼ miles, whence S. to ferry to the S. bank of the Maritsa, 5¼ miles, and **Borisovgrad** town and railway station 6 miles (see Route 61 under mile 83½).

30¾ Branch road S. to wooden bridge across the Maritsa, 6¼ miles, and **Skobeleva** village and railway station 9¼ miles, and **Kayali** (Vrbitsa) on the Adrianople-Sofia road, 12¾ miles (see Route 61 under mile 75).

miles

Road crosses to E. bank of an affluent of the Maritsa by a bridge.

Chirpan. Pop. about 11,000. Railway station on E. side of town.

Between Chirpan and Eski Zagora the road crosses numerous small streams, flowing into the Maritsa or its affluents, by bridges. Only the more important of these streams are mentioned below. The country SE. of the road is well cultivated, and slopes down to the Maritsa. To NW. is the Sredna Gora.

33 Road crosses to NE. of railway, and passes through a belt of vineyards for $1\frac{3}{4}$ mile.

34½ Alt. 1,014 ft., $\frac{1}{2}$ mile N. of road.

36 Road crosses to NE. of railway.

36½ Road crosses to N. bank of an affluent of the Maritsa by a bridge. **Chiftlik Ali Pasha** on SE. of road.

38½ Road crosses to NE. of railway, which turns E.

41½ Track SE., becoming a road after $5\frac{1}{2}$ miles, to Ahievo (Bodeshte) as follows :

miles

0 Track branches SE., following down the **Chanleika**.

1½ **Chanli** (Malko Tirnovo).

2 Track crosses to E. of the Chanleika by a bridge, and turns ESE.

5½ **Mihailovo** (Gyuhpala). Track now becomes a second-class road.

6 Mihailovo railway station. Road crosses to E. of railway and turns ENE.

8 **Chiradzhi** (Borovo). Road crosses to E. of the **Erok Bunar** in the village.

10 **Abdzhi Duvandzhi** (Lovets). Road turns NE.

13 **Skenderli** (Alexandrovo).

15½ Road joins Harmanli—Stara Zagora road (see Route 101 at mile $30\frac{1}{2}$). **Ahievo** (Bodeshte) on E. side of road.

miles

Road crosses to NE. bank of the **Chanleika** by a bridge.

45 $\frac{3}{4}$ Road crosses to E. bank of the **Syuyutli** by a bridge. Villages of **Arap Mahale** and **Syuyutli** (Belchevo) on W. and E. banks of the stream, S. of the road.

49 $\frac{3}{4}$ **Teke** (Bogomilovo).

50 $\frac{1}{2}$ Road enters the vineyard country round Stara Zagora.

52 Branch road (second class) NW. to Kazanka as follows :

miles

0 Road branches NW.

3 $\frac{1}{4}$ Road crosses to W. bank of the **Lidzhenska**, the course of which it follows for 4 $\frac{1}{4}$ miles through a narrow valley. General direction gradually becomes WNW.

6 Hot springs by the side of the road, with bathing establishment.

7 $\frac{1}{2}$ Road leaves the Lidzhenska and runs SW. and then WNW. up the valley of an affluent.

A track continues up the Lidzhenska valley, crosses the watershed of the Sredna Gora, and reaches **Rozina**, in the Tunja valley, about 6 miles.

11 **Kazanka**. Various tracks lead N. and NW. across the Sredna Gora into the Tunja valley.

54 $\frac{1}{2}$ **Stara Zagora** (Eski Zagra). Alt. 623 ft. Railway junction station $\frac{3}{4}$ mile SE. of the town on the Harmanli road. Line to Rustchuk branches N. from here.

From Stara Zagora to Nova Zagora the road continues along the plain, keeping the Sredna Gora to the NW. Along the lower slopes of the latter as far as Korten (see Route 110 at mile 3 $\frac{3}{4}$) is an almost un-

miles

broken line of vineyards and small hamlets. A network of tracks connects these hamlets with each other, and with the main road. The railway keeps from 1 to $2\frac{1}{2}$ miles S. of the road.

Branch roads from Stara Zagora to Harmanli and Tirnovo (see Routes 101 and 103).

Road leaves ENE., crossing to the E. of the Rustchuk railway line and following the **Bedetska** for $2\frac{1}{2}$ miles with vineyards on the N.

57 $\frac{1}{2}$

Line of vineyards recedes N.

61 $\frac{1}{2}$

Road crosses to E. bank of the **Kolena** by a bridge.

63 $\frac{1}{2}$

Alt. 574 ft. immediately to N. of road.

Alternative track and road (second class) to Nova Zagora as follows :

miles

0

Track branches SE.

2 $\frac{1}{2}$

Ploska Mogila (Chintalli). Track becomes a second-class road and turns E. and then NE.

4 $\frac{1}{2}$

Tsar Asparuh (Savlaköi) village and railway station. Road crosses to S. of railway and continues NE.

5 $\frac{1}{2}$

Road turns SE.

6 $\frac{1}{2}$

Sobrano (Mainasli). Road turns NE.

10 $\frac{1}{2}$

Road crosses to N. of railway. Numerous tracks E. and SE. to **Endzheköi** (Stoyilvoivoda), 1 mile.

13 $\frac{3}{4}$

Nova Zagora.

67 $\frac{3}{4}$

Road crosses to E. bank of the **Kara Asmak** by a bridge. **Kara Bunar** (Karyovo) to S. of road on both banks of stream.

75 $\frac{1}{4}$

Nova Zagora (Yeni Zagra) on S. of road. Pop. about 5,800 (1905). Town destroyed in Russo-Turkish war and subsequently rebuilt. Railway

miles

junction station $\frac{1}{2}$ mile to S. of town. Line from Tirnovo Seimen comes in W. of the station.

Between Nova Zagora and Slivno the road crosses the E. spurs of the Sredna Gora, and then crosses obliquely the plain of the Tunja SW. of Slivno.

The road leaves NE.

78 $\frac{3}{4}$ Alt. 499 ft. to NW. of road.

79 $\frac{3}{4}$ Track S. to **Kadiköi** (Iztotsno Sodievo).

81 $\frac{1}{4}$ **Enipazli** (Popovo).

82 $\frac{3}{4}$ Alt. 748 ft.

86 **Mehrembey** (Staroselo) to N. of road.

88 **Dzhinovo** on S. side of road.

88 $\frac{1}{4}$ Small vineyard on N. side of road.

90 Alt. 771 ft. to N. of road.

90 $\frac{1}{2}$ Hot springs and bathing establishments on S. side of road.

91 $\frac{1}{2}$ Road touches S. bank of **Tunja** and turns E.

92 $\frac{1}{2}$ Adrianople-Slivno road comes in from the S. (Route 112).

92 $\frac{3}{4}$ Road crosses the Tunja by a stone bridge and turns NE. along the river-plain.

93 $\frac{1}{2}$ Road crosses to E. bank of an affluent of the Tunja by a bridge. **Chairli** (Tsairli) on N. of road.

96 $\frac{1}{2}$ Road from Kazanlik comes in from the W. (see Route 111 at mile 51 $\frac{1}{2}$).

Road now turns N. between a vine-clad spur of the Balkans, alt. 1,158 ft., on the W. and the river **Kurucha** on the E.

96 $\frac{3}{4}$ Alternative road from Yamboli comes in from the SSE. (Route 112 at mile 72 $\frac{1}{2}$).

98 $\frac{1}{4}$ **Slivno.**

ROUTE 101

HARMANLI—SEIMEN—STARA ZAGORA, $38\frac{1}{2}$ miles

This is a first-class metalled road, believed to be capable of taking motor transport.

A railway has been projected between Seimen and Stara Zagora.

miles

- | | |
|-----------------|---|
| 0 | Harmanli. Road leaves N., following Philippopolis road (see Route 61 at mile $41\frac{1}{2}$). |
| $\frac{1}{2}$ | Philippopolis road turns W.
Road turns NW. and keeps close to the Maritsa and the railway, crossing the latter several times. |
| 6 | Road turns WNW., following the railway. The river makes a large bend NNW. and WSW. |
| 7 | Tirново. |
| 8 | Tirново Seimen railway junction station, for railway up the Asmak Dere valley to Nova Zagora. |
| $8\frac{1}{2}$ | Road crosses to N. of railway, and then to N. of the Maritsa by a stone bridge. |
| | Seimen. Road leaves NNW. |
| $9\frac{3}{4}$ | Road turns WNW. |
| 11 | Road turns NNW. |
| $14\frac{1}{2}$ | Aladaali (Levski). |
| | Tracks : |
| | (i) E. to Dubadshizlie , 4 miles, and Kara Bunar (Sladok Kladenets) station on Seimen–Nova Zagora line, $5\frac{1}{2}$ miles. |
| | (ii) W. to Baba Mahle (Bashtino), $1\frac{3}{4}$ mile. |
| $15\frac{1}{4}$ | Road turns NW. |
| $17\frac{3}{4}$ | Track E. to Shirnet , 1 mile. |
| 20 | Kyuchuklerito (Klimentinovo). |
| 23 | Opan. |
| 26 | Track from Haskovo (see Route 102 at mile $24\frac{3}{4}$) comes in from W. |

miles

26 $\frac{1}{4}$ **Syulemeshli** (Sredets). Road proceeds N. by W.27 $\frac{1}{4}$

Road crosses to N. of two small streams, which are bridged, and enters the plain of Stara Zagora. Swampy ground is liable to be found off the road in the rainy seasons. Otherwise deviations are possible along the numerous tracks which leave the main road to converge at Stara Zagora.

Branch road WSW. to **Alexandrovo**, 2 miles, and **Mihailovo** village and railway station on Sofia–Stara Zagora railway.

28 $\frac{1}{2}$ **Shahpazli** (Yastrebovo).30 $\frac{1}{2}$ **Ahievo** (Bodeshte).

Road crosses to N. bank of two small streams, turning NNW.

33 $\frac{1}{2}$

Tracks :

(i) SE. to **Ahiritto**, $\frac{3}{4}$ mile.(ii) NW. to **Madzherito**, $\frac{3}{4}$ mile.36 $\frac{1}{2}$ **Muratlie** (Kolyo Ganchovo). Road enters vineyards.37 $\frac{3}{4}$

Road crosses to N. of Sofia–Stara Zagora railway. Stara Zagora railway junction station on E. of road.

38 $\frac{1}{2}$ **Stara Zagora**.

ROUTE 102

HASKOVO—SYULEMESHLI—STARA ZAGORA,

37 $\frac{1}{2}$ miles

This is a first-class road as far as the Maritsa : afterwards it is only a track, but an important one, as the bridge at Kayadzhik gives a route from N. to S. across the Maritsa. The Seimen–Stara Zagora road is joined at Syulemeshli.

miles

0

Haskovo. Road runs N., following the Philippopolis road (see Route 61 at mile 60 $\frac{1}{2}$).

1

Philippopolis road branches NNW.

miles

- Road turns NNE.
- 2 $\frac{1}{4}$ Branch road E. to **Uzundzhovo**, 5 miles.
- 4 $\frac{1}{4}$ Alt. 928 ft. $\frac{1}{2}$ mile E. of road.
- 6 Branch road SE. to **Krepost**, $\frac{3}{4}$ mile, **Uzundzhovo**, 5 $\frac{1}{4}$ miles, and Haskovo-Adrianople road, 12 miles (see Route 61 at mile 47).
- Road turns NNW.
- 7 $\frac{1}{2}$ Road turns NNE.
- 9 Road crosses Sofia-Adrianople railway just W. of **Kamenets** station.
- 9 $\frac{1}{2}$ **Kayadzhik** (Kamenets). Road turns E. through village to S. bank of the **Maritsa**.
- 10 $\frac{1}{4}$ Road crosses to N. bank of the Maritsa by a wooden bridge, and becomes a track.
- Track crosses marshy ground N.
- 11 Track crosses to N. bank of affluent by a bridge, and ascends NNE.
- 12 $\frac{1}{2}$ **Kyustyuköi** (Radiyevo). Track continues NNE. descending.
- 13 $\frac{3}{4}$ Track crosses to E. bank of an affluent of the Maritsa, and turns N.
- 17 **Ak Bunar** (Bel Izvor).
- 20 **Uzun Hasan** (Trakiya). Track strikes over hills N. by E.
- 23 Track turns sharply ENE.
- 24 $\frac{3}{4}$ Track enters Seimen-Stara Zagora road (see Route 101 at mile 26).
- 25 **Syulemeshli** (Sredets). (From here to Stara Zagora see Route 101 between miles 26 $\frac{1}{4}$ and 38 $\frac{1}{2}$.)
- 37 $\frac{1}{2}$ **Stara Zagora**.

ROUTE 103

STARA ZAGORA—KAZANLIK—SHIPKA PASS—
TIRNOVO, $69\frac{1}{4}$ miles

From Stara Zagora to Kazanlik this is a first-class road, crossing the Karaja Dagħ and then going up the fertile valley of the Tunja. Alternative roads, second class, run all the way. Between Kazanlik and Gabrovo the road crosses the Shipka Balkan. The route leads through the Shipka pass. The road is very steep and winding, but possible for wheeled traffic. From Gabrovo to Tirnovo the country is undulating, well cultivated and well wooded. There are numerous small hamlets.

miles

0 **Stara Zagora.** Two roads, both first class, exist between here and the Tunja valley. One leaves the NW. end of Stara Zagora in a WNW. direction, and turns NW. into the hills. It is joined at mile 9 by a side road from the second, and more E., road, and it joins the second track after 11 miles at the mineral baths of Chanakchichska Lidya.

The second road leaves the NE. end of Stara Zagora in a N. direction and follows up the **Bedetska** almost to its source. This road is probably the most suitable. It passes through vineyards and gardens for the first $2\frac{1}{2}$ miles.

$1\frac{1}{4}$ Road turns N. General direction now NNW.

$5\frac{1}{2}$ **Zmeynovo** (Dervent) to E. of road. Stara Zagora—Tirnovo railway runs close to road.

6 Branch road WSW. and NW., second class, to alternative road from Stara Zagora, $2\frac{1}{2}$ miles.

$6\frac{1}{2}$ Road crosses to W. of railway.

$7\frac{1}{2}$ Alt. 1,539 ft. Summit of watershed. Road crosses to E. of railway.

miles

10

Branch road E., second class, down the Tunja valley, as follows :

miles

- | | |
|-----------------|--|
| 1 | Gorni Chanakchi (Gorne Panicherevo). |
| $3\frac{1}{4}$ | Kozludzha (Orehovo). Shortly after leaving here the road becomes a track. |
| $9\frac{1}{4}$ | Elhovo . Track turns NE. |
| $11\frac{3}{4}$ | Track crosses the N. bank of Tunja by a ford. |
| $12\frac{1}{4}$ | Nova Mahala . |
| 13 | Track joins Kazanlik-Slivno track (see Route 111 at mile 21). |

 $10\frac{1}{4}$

Chanakchichska Lidya mineral baths.

Alternative road (second class) SW., and then W., to Kazanlik as follows :

miles

- | | |
|-----------------|--|
| $\frac{1}{4}$ | Alternative road from Stara Zagora comes in from the S. |
| | Road turns W. |
| $1\frac{1}{2}$ | Road crosses to W. of Stara Zagora-Tirnovovo railway. |
| $3\frac{1}{2}$ | Razhina (Hamurzus). |
| | Road turns SW., keeping to the hills at the edge of the Tunja valley, which is here marshy. |
| $4\frac{1}{2}$ | Road turns NW. |
| 6 | Gorne Gradishte . |
| | Track NNW., crossing the Tunja by a bridge at mile $2\frac{1}{2}$ to Kazanlik, $6\frac{1}{2}$ miles. |
| $8\frac{1}{2}$ | Orozovo . |
| $11\frac{1}{4}$ | Armaganovo (Buzovgrad). |
| | Road turns NE. |
| | Branch road NW. and then W. to Gorne Cherkovishte , $3\frac{1}{2}$ miles. |
| 12 | Road crosses to N. bank of the Tunja by a bridge. |
| 14 | Kazanlik . |

miles

- 10 $\frac{1}{2}$ Road crosses to N. bank of the **Tunja** by a bridge. The valley of the Tunja along which the road now runs has a large number of rose gardens. There are many tumuli in the valley.
- 12 $\frac{1}{4}$ Road crosses to N. of Stara Zagora–Tirnovο railway.
- 12 $\frac{3}{4}$ **Tulovo** on E. of road. Railway station $\frac{1}{4}$ mile SE. of town.
- Branch track N. to Trevna and Tirnovο (see Route 104).
- 13 $\frac{1}{4}$ Road crosses to W. bank of the **Maglizh** by a bridge.
- 14 $\frac{1}{4}$ Track W. to **Charganovo**, 2 $\frac{1}{4}$ miles, whence N. to main road, 3 $\frac{3}{4}$ miles, at mile 17 $\frac{1}{2}$.
- 16 **Kazanlik**–Slivno road branches E. (see Route 111 at mile 5 $\frac{1}{4}$).
- 17 $\frac{1}{2}$ Road crosses to W. bank of the **Kara Dere**.
- 20 $\frac{1}{2}$ Track from Gorne Gradishte comes in from the S. (see above under mile 10 $\frac{1}{4}$).
- 21 $\frac{1}{4}$ **Kazanlik**. Alt. 1,306 ft.

Alternative routes between Kazanlik and Shipka run as follows :

(i) A poor road leaving the main road $\frac{1}{2}$ mile out of Kazanlik, NE. to **Enina**, 3 $\frac{1}{2}$ miles, whence W. to main road at **Gasköi** (Kron).

(ii) A poor road, leaving NW., and passing through **Sikirichevo** at mile 4 $\frac{1}{2}$, thence NW. to **Seinovo**, 5 $\frac{1}{2}$ miles, and N. to **Shipka**, 7 $\frac{1}{2}$ miles, or directly N., 7 miles.

Road leaves Kazanlik NNW.

- 21 $\frac{3}{4}$ Alternative road to Gasköi (Kron) branches NE.
- 24 $\frac{1}{4}$ Branch road ENE. to **Enina**, 1 $\frac{3}{4}$ mile.
- 25 $\frac{1}{4}$ **Gaskoi** (Kron) on E. of road.
- Alternative road from mile 21 $\frac{3}{4}$ comes in from the E.
- Branch road W. to **Sikirichevo**, 1 $\frac{1}{4}$ mile.
- 29 $\frac{1}{4}$ **Shipka**, alt. 1,798 ft., pop. about 1,800, surrounded by rose gardens.

miles

For alternative route between here and Gabrovo see Route 103 A.

The main road now climbs into the Balkans winding up a ridge between two ravines (Plate VIII).

32½ Summit of pass. Alt. 4,360 ft. to W. of road.

35½ Alt. 3,290 ft. to W. of road.

37 Track NE. to **Eter**, 1½ mile (see Route 103 A at mile 8¾).

Road turns W.

37¾ Road turns N. down the valley of the **Kozeritsa**, which it follows to its junction with the Yantra.

38¾ Cloth-mill on E. side of road.

41¾ Road crosses the **Yantra** by a bridge.

Branch road from Shipka via Eter road joins here (see Route 103 A at mile 12¾).

42¾ **Gabrovo**, alt. 2,100 ft. Gabrovo is situated on both sides of the Yantra, across which there are six bridges. It is the terminus of a branch line from the Stara Zagora-Tirnovο railway. The railway station is N. of the town, on the W. side of the Yantra.

Branch roads run NW. to Sevlievo (see Route 105) and N. to the Sevlievo-Tirnovο road (see Route 96 at mile 31), whence another road leads via Pavlikyane to Sistov (see Route 97 at mile 18¾).

The road now passes through a hilly and wooded country with numerous small hamlets and areas of cultivation. Groups of small hamlets here take the place of large villages. The road leaves Gabrovo N. keeping to the E. bank of the Yantra.

44½ Road crosses to N. of Gabrovo railway line.

44¾ Road turns ENE. leaving the Yantra.

47½ **Minevtsi** to N. of road.

Branch road, second class, NW. to **Michkovtsi**, 2 miles.



THE SHIPKA PASS

miles

- 48 $\frac{1}{2}$ **Sobotkovtsi** railway station, on Gabrovo railway line, to SE. of road.
- 48 $\frac{3}{4}$ Road crosses to E. bank of stream by bridge, and to E. of Gabrovo railway line.
- 51 $\frac{3}{4}$ Road crosses to E. of the Stara Zagora–Tirnovο railway just S. of its junction with the Gabrovo branch line, and N. of Vrpishta (Tsareva Livada) junction station.
- 52 Road joins Trevna–Tirnovο road (see Route 104 at mile 29 $\frac{1}{2}$) and crosses to E. bank of the **Drenovo** by a bridge. General direction becomes NNE.
- 54 $\frac{1}{2}$ Road crosses to N. of railway.
- 54 $\frac{3}{4}$ Road crosses to N. bank of the Drenovo by a bridge, and turns NE.
- 55 $\frac{1}{4}$ **Drenovo**, pop. about 3,000. The Bulgarian insurrection began here on May 13, 1875.
The road and railway now follow the river closely for 4 miles.
- 55 $\frac{3}{4}$ Road crosses to E. of railway.
- 57 $\frac{1}{2}$ Road crosses to S. bank of the Drenovo by a bridge.
- 57 $\frac{3}{4}$ Road crosses to NE. of railway.
- 58 Road crosses to E. of railway. **Ganchovets** to S. of road.
Alternative track from Ganchovets, SE., to **Runya**, 1 $\frac{1}{2}$ mile, whence NE. to main road at mile 61 $\frac{1}{4}$.
- 59 $\frac{1}{4}$ Road now leaves river and railway, from which it becomes separated by a ridge, alt. 1,518 ft.
Alternative track NE., passing through **Manoya**, 1 $\frac{3}{4}$ mile, rejoining main road, 3 miles at mile 62 $\frac{1}{2}$.
- 61 $\frac{1}{4}$ Branch roads :
(i) SW. from Ganchovets (see above at mile 58).
(ii) E. to **Kilifarevo**, 2 $\frac{1}{2}$ miles, whence to main road, 6 miles.
Road turns NE.
- 62 $\frac{1}{2}$ Alternative road from mile 59 $\frac{1}{4}$ comes in from the W
- 64 $\frac{3}{4}$ Road crosses the **Belitsa** by a bridge.
Develets.

miles	
65 $\frac{3}{4}$	Road from Kilifarevo comes in from the SSW. (see above at mile 61 $\frac{1}{4}$).
66 $\frac{1}{4}$	Alt. 672 ft. Road from Nova Zagora via Elena comes in from the ESE. (see Route 110 at mile 59 $\frac{1}{2}$).
67	Road crosses to N. of the Stara Zagora-Tirnovο railway.
67 $\frac{1}{4}$	Road crosses to N. of the river Yantra by a bridge.
68 $\frac{1}{2}$	Marnopole.
68 $\frac{3}{4}$	Sevlievo-Tirnovο road comes in from the SW. (see Route 96 at mile 49 $\frac{1}{2}$).
	Road turns SE.
69 $\frac{1}{4}$	Tirnovο. Situated on a narrow chalk promontory about 260 ft. high, 1,960 yds. long, and from 110 to 270 yds. broad. This promontory is surrounded by the river Yantra, except at the NW. corner. There are two road and two railway bridges across the river. The railway station is S. of the river and the town. In 1908 Prince Ferdinand declared Bulgarian independence and the establishment of the kingdom here.

ROUTE 103 A

SHIPKA—ETER—GABROVO, 14 $\frac{1}{4}$ miles

From Shipka there is an alternative route to Gabrovo as under. As far as Vlasovtsi it is merely a track. From thence it runs down the valleys of the Yalovitsa and the Yantra, as a made road. It is probable that the character of its early part makes the route impossible for wheeled traffic.

miles

- 0 **Shipka.** Between Shipka and Vlasovtsi there are at least two possible tracks. One leaves ENE. and turns NNE. after $\frac{1}{2}$ mile, and then turns SW. just before reaching Vlasovtsi at mile 6. The second and, probably, the best track, leaves due N., and turns NNE. after 1 mile.

miles	
1	Track turns NNE.
3	Alt. 4,235 ft. The height is called Demir Tepe. Track turns N. and descends the valley of the upper Yalovitsa.
4 $\frac{3}{4}$	Track turns NE., following stream.
6 $\frac{1}{4}$	Alternative track from Shipka comes in from NE. Vlasovtsi to S. of track. Track becomes a road, and runs NNW., keeping close to the stream.
8 $\frac{3}{4}$	Branch track SW. to Shipka-Gabrovo main road, 1 $\frac{1}{4}$ mile (see Route 103 at mile 37). Eter on E. of road, on the W. bank of the Yantra.
9 $\frac{1}{4}$	Radkovtsi.
9 $\frac{3}{4}$	Gazurnitsa.
12 $\frac{3}{4}$	Road crosses to N. bank of the Yantra by a bridge. Bishkinya. Branch road NW. down the Yantra to Shipka-Gabrovo main road, 1 mile (see Route 103 at mile 41 $\frac{3}{4}$).
14 $\frac{1}{4}$	Gabrovo.

ROUTE 104

TULOVO—TREVNA—TIRNOVO, 46 $\frac{3}{4}$ miles

This route avoids the Shipka pass. It crosses the Balkans by the Trevna pass. From Maglizh to the summit of the pass it is only a winding mountain track. Close to the summit is a coal mine, and from this mine to Trevna the road seems to improve considerably. After Trevna it is certainly fit for wheeled traffic.

miles	
0	Tulovo. Track branches N.
1 $\frac{3}{4}$	Track crosses Kazanlik-Slivno road from S. to N. (see Route 111 at mile 8 $\frac{1}{4}$).
2 $\frac{1}{2}$	Maglizh. Track enters the Balkans. On leaving the village the track crosses to the W. bank of the

miles

Seletska stream by a bridge. This stream is followed for $\frac{1}{2}$ mile.

- 3 Track bifurcates. One branch leaves NE., crosses to the E. bank of the Seletska, bears NNE., and then NNW., to alt. 3,775 ft., 4 miles. It then bears N. and then W. back to the Seletska, joining the other branch at Seltsi, $6\frac{1}{2}$ miles.

The other branch, which is probably the best, bears NW.

Due N. of the bifurcation is the monastery of St. Nicolas.

- $4\frac{1}{2}$ Road turns ENE.

- $7\frac{1}{2}$ Road crosses to E. bank of the Seletska.

- 8 Road crosses to W. bank of the Seletska.

- 9 **Seltsi.** Coal mine 1 mile SW. of village. Oil springs in the neighbourhood.

Alternative track NW. along the Seletska for 1 mile, and then NE. to main track, 2 miles at mile $10\frac{1}{2}$.

Track turns N. away from the river.

- $10\frac{1}{2}$ Alternative track from mile 9 comes in from the SW.

- 14 Coal mine 1 mile W. of road.

- $14\frac{1}{2}$ From here the track improves.

- 15 **Badzhevits.**

- $15\frac{1}{4}$ Alt. 3,359 ft. Oil springs about a mile NE. of road. The road now descends, following the course of the **Drenovo.**

- $15\frac{3}{4}$ Road crosses to N. of Stara Zagora-Tirnovο railway, which it follows to the junction of road and railway to Gabrovo, and crosses to W. bank of the Drenovo.

- $17\frac{1}{4}$ Road crosses to W. of the railway.

The road now enters well-inhabited and cultivated country, with many small hamlets.

TIRNOVO FROM THE SOUTH



miles

- 19 $\frac{1}{2}$ Road crosses to E. bank of the Drenovo. **Plachkovtsi** village and railway station, on W. side of the Drenovo.
- 21 Road crosses to W. bank of the Drenovo.
- 21 $\frac{1}{2}$ Track W. to **Bonchentsi**, $\frac{1}{2}$ mile.
- 22 Branch road WNW. to Gabrovo as follows :
- | | |
|-----------------|--|
| miles | |
| $\frac{1}{4}$ | Road crosses to W. of railway. |
| 1 | Donchevtsi. |
| 1 $\frac{1}{2}$ | Alternative track WNW., 1 $\frac{3}{4}$ mile, rejoining at mile 4. |
| | Road turns NE. and then NW. |
| 2 $\frac{1}{2}$ | Bozhentsi. Road turns W. |
| 4 | Alternative track from mile 1 $\frac{1}{2}$ rejoins main road. |
| 7 | Alternative track WNW. to Gabrovo, 1 mile. |
| | Road runs WSW. |
| 8 | Gabrovo. |
- 22 $\frac{1}{2}$ Alt. 1,489 ft.
- 23 Road crosses to NE. of railway, which here crosses to E. bank of the Drenovo.
- 23 $\frac{1}{2}$ **Trevna** (Tryavna).
The road now crosses a group of hills before descending into the valley of the Drenovo.
- 28 $\frac{3}{4}$ Road crosses to E. of railway.
- 29 $\frac{1}{4}$ **Vrpishta** (Tsareva Livada) junction station. Branch line to Gabrovo leaves main line $\frac{1}{2}$ mile NW. of station.
- 29 $\frac{1}{2}$ Road joins **Kazanlik**–**Shipka**–**Tirnov** road (see Route 103 at mile 52).
- 46 $\frac{3}{4}$ **Tirnov** (Plate IX).

ROUTE 105

GABROVO—SEVLIEVO, $18\frac{1}{4}$ miles

This is a good road, following down the Lopushnitsa for the first 11 miles, and then climbing a low ridge, and descending into the valley of the Rusitsa. The country is well populated with small hamlets for the first 6 miles, but is subsequently somewhat uninhabited.

miles

- | | |
|-----------------|---|
| 0 | Gabrovo. Road leaves NW., and passing to W. of the railway station, climbs out of the Yantra valley. |
| 1 | Road reaches head-stream of Lopushnitsa , and follows it closely, descending. Many affluents are crossed by bridges. |
| $2\frac{1}{2}$ | Alt. 1,190 ft. |
| $4\frac{1}{2}$ | Yankovtsi. |
| $5\frac{3}{4}$ | Vrangulevtsi. |
| 10 | Road crosses to N. bank of the Lopushnitsa by a bridge, and turns NE. |
| $10\frac{1}{4}$ | Serbegli. |
| | Track W. crossing to W. of Lopushnitsa, 2 miles, and turning NW. to Route 94 B at mile 18, 5 miles. |
| | Road turns NW., and ascends hill. |
| 12 | Road crosses summit of ridge, and turns WNW., descending. |
| 13 | Vineyards to N. |
| $15\frac{3}{4}$ | Road turns N. along foot of hill on E. bank of Rusitsa. |
| $17\frac{3}{4}$ | Road joins Sevlievo-Tirnovο road (see Route 96 at mile 22). |
| $18\frac{1}{4}$ | Sevlievo. |

ROUTE 106

TIRNOVO—BYELA—RUSTCHUK, 66 miles

A first-class road, through easy country. The road keeps to the valley of the Yantra as far as Byela and then turns NE. over the sparsely inhabited tableland to Rustchuk. Between Tirnovo and Samovodeni the road runs along the W. side of a well-wooded defile of the Yantra. The Philippopolis-Varna railway keeps to the bank of the river through this defile. The defile can be avoided by following Route 124 to Gornya Orehovitsa, and then turning NW. along Route 122 to Polekraishte.

miles

0 **Tirnovo.** Road leaves from the E. end of the town and keeps to the W. bank of the Yantra. General direction N., through the Yantra defile.

3½ Monastery of St. Preobrazheniye, ½ mile to W. of road. On the hills E. of the river is the monastery of the Holy Trinity (Sveti Troitsa).

5 End of defile. Two-arched stone bridge. **Samovodeni.**

Branch roads :

(i) WNW. to Pavlikyane, 18½ miles (see Route 94 at mile 73¼). This road offers a longer route to Sistov than Route 107 ; but by taking the alternative road (Route 94 C) between Pavlikyane and Sistov, the railway can be followed more or less closely from Tirnovo-Sistov. (For description of road see Route 108 A.)

(ii) NW. to Karaisan and Sistov (see Route 108 at mile 29¼ and Route 94 at mile 83¾). A more direct road to Sistov. (The main road from Tirnovo to Sistov is described under Route 107.)

Road now turns NNE., leaving the Sofia-Varna railway and the Yantra.

miles

- 6 Road crosses to N. bank of stream by a bridge, turns N., and skirts the E. slope of a vine-covered hill, alt. 554 ft.
- $7\frac{1}{2}$ Road crosses to N. of Sofia-Varna railway line.
- $7\frac{3}{4}$ **Polekraishte.** Watershed between Rusitsa and Yantra.
- Road from Nova Zagora via Gornya Orehovitsa comes in from the SE. (see Route 122 at mile $27\frac{1}{2}$).
- $10\frac{1}{2}$ Road crosses to N. bank of the **Rusitsa** by a wooden bridge.
- 12 Track E. to **Krusheto** village and railway station, on Rustchuk branch line, $1\frac{3}{4}$ mile. Marshy country.
- $14\frac{1}{4}$ **Kutsina** on W. of road.
- 15 Alternative track, branching NNE., passing through **Odolar**, 2 miles, and rejoining main road, 3 miles, at mile $17\frac{1}{2}$. District of maize, wheat, fruit.
- $15\frac{1}{2}$ Road crosses to E. of Rustchuk branch line and keeps close to it for 20 miles. The Yantra is $\frac{1}{2}$ –1 mile E. of the road for the next 15 miles.
- $16\frac{3}{4}$ Track W. to **Polski Senovets**, 2 miles, on an affluent of the Yantra.
- $17\frac{1}{2}$ Track from mile 15 comes in from the SSE.
- $17\frac{3}{4}$ Road crosses to N. bank of affluent of the Yantra by a bridge.
- 18 Alternative track, branching NNE., passing through **Radanovo**, $1\frac{3}{4}$ mile, and rejoining main road at **Polski Trembesh**, $3\frac{3}{4}$ miles.
- $18\frac{1}{2}$ Road crosses to W. of Rustchuk railway line.
- $19\frac{3}{4}$ **Radanovo** to E. of road.
- $21\frac{1}{4}$ Road crosses to N. bank of the **Eliya** by a bridge.
- $21\frac{1}{2}$ **Polski (Dolni) Trembesh** village and railway station to E. of road.
- Track from Sevlievo-Sistov road crosses from the SSW. (see Route 94 at mile $77\frac{3}{4}$).
- Alternative track from mile 18 rejoins main road.
- 23 Branch road W. to Sistov (see Route 107 at mile 23).

miles

25 $\frac{1}{2}$ **Polsko Kosovo** on E. of road.27 $\frac{3}{4}$

Road crosses to N. bank of affluent of the Yantra by a bridge.

Branch road W. to Sistov and Plevna (see Route 98 at mile 53).

Road runs NNE. crossing to E. of Rustchuk railway.

28 $\frac{3}{4}$

Road turns NE.

29 $\frac{1}{4}$ Track N. to **Byela** railway station, $\frac{1}{2}$ mile.

Road turns E. into a peninsula made by a bend of the Yantra.

29 $\frac{3}{4}$ Branch road NW. to **Byela** railway station, $\frac{3}{4}$ mile.

30

Alt. 351 ft., immediately to N. of road.

31 $\frac{3}{4}$ Road crosses to E. bank of the **Yantra** by a good stone bridge (12 arches).32 $\frac{3}{4}$ **Byela** to S. of road. Pop. about 4,500. From here to Rustchuk the road runs over a moist loam soil, which becomes difficult during rain.

34

Road crosses to N. of Rustchuk railway.

35

Alt. 1,017 ft.

Track E. to **Gorni Manastirtsi** village and railway station, 2 miles, in wooded country.

General direction N. for the next two miles, after which the general direction is NNE.

38 $\frac{1}{4}$ **Dolni Manastirtsi**. No villages on road from this point.

42

Track NW. to **Obryetenik**, $1\frac{1}{4}$ mile.48 $\frac{1}{2}$ **Tristenik** to N. of road.

50

Spring on W. side of road.

55

Track NNE. to Rustchuk, crossing to E. bank of the Lom and passing through **Basarbov** at mile $4\frac{1}{2}$. From Basarbov the track leads NE. to the Razgrad-Rustchuk road, 3 miles, at a point 4 miles S. of Rustchuk.

miles	
58 $\frac{1}{4}$	General direction N. for 4 $\frac{1}{4}$ miles.
59 $\frac{1}{4}$	Road crosses to N. of Rustchuk railway.
59 $\frac{1}{4}$	Road turns NNE., keeping about $\frac{1}{2}$ mile from the Danube.
59 $\frac{1}{2}$	Road crosses to N. of Rustchuk railway.
64 $\frac{1}{2}$	Road crosses to E. bank of Lom by a bridge.
66	Rustchuk (centre of town).

ROUTE 107

TIRNOVO—POLSKI TREMBESH—SISTOV, 103 $\frac{1}{2}$ miles

This road is good throughout, and most probably fit for heavy motor transport. The road follows the Byela road for the first 23 miles. Other routes to Sistov via the Sevlievo-Sistov roads are described in Routes 108 and 108 A. It is also possible to reach Sistov by following first the Tirnovo-Sevlievo road to its junction with the Drenovo-Sistov road, then the latter to Sistov (see Route 96 between miles 50 and 40 $\frac{3}{4}$, and Route 97 from mile 8 $\frac{3}{4}$ onwards).

miles	
0	Tirnovo. From here to mile 23 see Route 106.
23	Byela road continues N. Road branches W.
24 $\frac{1}{2}$	Road turns WNW.
28 $\frac{3}{4}$	Hibili. Road turns N.
29 $\frac{1}{2}$	Road turns NW.
30 $\frac{1}{2}$	Road crosses Plevna-Byela road from SE. to NNW. (see Route 98 at mile 47 $\frac{1}{2}$). Road turns NNW.
32	Road turns NNE.
34 $\frac{3}{4}$	Pavel. Branch road from Route 98 at mile 44 $\frac{1}{2}$ comes in from SSW. Country is bare and steppe-like.
35 $\frac{3}{4}$	Road crosses to N. bank of stream by a bridge.
39 $\frac{1}{2}$	Road crosses to W. bank of large stream by a bridge.

miles	
40	Road crosses to N. bank of stream by a bridge.
40 $\frac{1}{4}$	Track W. to Sari Yar in marshy valley, 1 $\frac{3}{4}$ mile.
42 $\frac{1}{2}$	Road crosses to N. of the Spivska Bara by a bridge.
42 $\frac{3}{4}$	Alternative track NNW., 5 miles, rejoining main road at mile 51 $\frac{3}{4}$.
47 $\frac{1}{4}$	Road joins Sevlievo—Sistov road (see Route 94 at mile 97 $\frac{1}{2}$). From here to Sistov see Route 94 between miles 97 $\frac{1}{2}$ and 103 $\frac{1}{2}$.
103 $\frac{1}{2}$	Sistov.

ROUTE 108

TIRNOVO—KARAIKAN—SISTOV, 49 miles

A poor road, in places only a track, but passing over easy country. From Karaisan to Sistov the road joins the main Sevlievo—Sistov road (Route 94), and improves. An alternative road longer, but with a better surface, leads from Samovodeni to Pavlikyane, whence by the Sevlievo—Karaisan—Sistov road, or the alternative road keeping close to the railway (Route 94 C) can be followed.

miles	
0	Tirnov. Road follows the Rustchuk road for the first 5 miles (see Route 107).
5	Samovodeni. Rustchuk road turns NE. Road branches NW.
6	Road crosses to N. bank of stream by a bridge, and skirts the W. slope of a vine-covered hill, alt. 554 ft.
8 $\frac{1}{2}$	Road crosses to NW. bank of the Bogut by a bridge.
9	Road crosses to N. of the Sofia—Varna railway. Resen railway station on W. of road.
10 $\frac{1}{4}$	Resen in the valley of the Rusitsa. Road turns NNW.
12 $\frac{1}{2}$	Road crosses to N. of the Rusitsa by a bridge, and turns NW.

miles	
15½	Road turns WNW.
17¼	Paskalevits to SW. of road. Roads turn SW. and deteriorates.
20	Road crosses to W. bank of the Glova by a bridge.
23	Gornya Lipnitsa . Road crosses alternative road on Sevlievo–Sistov road from SE. to NW. Road improves slightly.
24	Alt. 672 ft.
29¼	Karaisan . Road joins Sevlievo–Sistov road (see Route 94 at mile 83¾). From here to Sistov see Route 94 between miles 83¾ and 103½.
49	Sistov .

ROUTE 108 A

SAMOVODENI—KARAIKAN, 28 miles

An alternative route to Route 108, between miles 5 and 29¼.

miles	
0	Samovodeni . Road leaves WNW., turning NW. soon after leaving village.
2¼	Road turns WSW.
3¾	Hotnitsi . Road leaves NW., and crosses to N. bank of the Bogut .
6¼	Road turns WSW.
7¾	Golemo Yalari . Two tracks SW. to Musino, 1½ mile, on the Drenovo–Pavlikyane road (see Route 97 at mile 14¼).
	Road turns NNW.
9¼	Road turns WNW.
10½	Track NNW. to Lesicheri railway station, ½ mile, on the Plevna–Varna railway.
12	Road crosses to N. of Plevna–Varna railway, and turns W.

miles	
13	Road turns NW.
13½	• Stambolovo. Branch road W. and then SW. to Mihaltsi, 1¼ mile, on the Drenovo-Pavlikyane road (see Route 97 at mile 18¾).
14½	Road crosses to N. bank of the Rusitsa by stone bridge.
17½	Pavlikyane (see Route 94 at mile 73¼ and Route 94 C). From here to Karaisan see Route 94 between miles 73¼ and 83¾.
28	Karaisan.

ROUTE 109

RUSTCHUK—SISTOV—NIKOPOL, 73½ miles

This section of the Bulgarian bank of the Danube is very badly provided with roads. From mile 5 to Sistov the route here described consists only of tracks from village to village. Between Sistov and Nikopol there is a poor road. Owing partly to marshy ground along the river, and partly to the deeply cut beds of streams flowing into it from the S., the route is frequently driven inland, and often affords difficult going.

miles	
0	Rustchuk. From Rustchuk the Tirnovo road (see Route 106) is followed in reverse direction SSW. between the river and the railway.
5	Track diverges SW. from Tirnovo road just after the point where the latter crosses railway. Track continues along NW. side of railway. Track gradually descends, approaching bank of the Danube.
9	Track runs along bank. Alt. varies from 490 to 190 ft. Pirgos 1 mile SE.

miles

- 9½ Track bends away from bank, climbing spur.
- 11 Alt. 443 ft.
- 11¾ Branch track to **Mechka**, 2 miles SE.
- 12½ Track descends to bank.
- Branch track to **Mechka**, 2 miles ESE., across a hill, alt. 446 ft., on which stands a Russian monument to General Leuchtenberg (1877–8).
- 14 Track turns S. up ravine of small stream.
Track leaves stream and turns SSW., climbing spur.
- 16½ Summit of spur. Alt. 574 ft. 1 mile N. Track descends.
- 19½ **Gorne Ablanovo**. Track turns W. through village, then WNW. over another ridge.
Alternative track continues WSW. 2½ miles to summit of ridge, alt. about 650 ft., follows it 2 miles WNW., and makes a winding descent to the ford at Krivina, 10 miles (see mile 28½).
- 22½ Track crosses ridge, alt. about 524 ft., and descends.
- 23 **Batin**, on steep hill-side, ½ mile S. of river. Alternative track from mile 12½ comes in by rough road from NNE.
Track passes through village NW., then turns WSW. along hill-side overlooking river.
- 24½ Track crosses deep wooded ravine, and ascends again to alt. about 520 ft.
- 25½ Track descends gradually.
- 28½ **Krivina** at confluence of Yantra with Danube.
The **Yantra** is forded opposite Novgrad, 1½ mile SSW., and the ford is approached by the alternative track from Gorne Ablanovo (see mile 19½), which passes ½ mile SE. of Krivina.
- 30 **Novgrad**. Track turns WNW. through marshy ground on SW. bank of Yantra.

miles

31 Track turns W. along foot of hills forming S. bank of the Danube.

32 Rough road by side of track for 6 miles (represented in older map as single line of railway : no doubt an error).

36 **Vardim.** Track turns slightly WNW.

38½ Track enters vineyards.

39 Track crosses to W. bank of **Tekir Dere.**

42 **Sistov.**

Between Sistov and Nikopol two routes are available : (1) a rough road skirting the hills on the S. side of the Danube as far as Byelavoda, and then crossing them at a considerable altitude ; (2) a track following the river bank throughout, over level and often marshy ground. The former is here described as the main route.

Road leaves Sistov by the railway station, and follows the N. side of the Sistov-Levski branch line closely for about 8 miles.

44 Road turns SW. between railway and *bálta* (lagoon) at foot of hills S.

51½ Track SE. to **Oryesh**, 1½ mile.

Road crosses to W. banks of two streams.

52 Branch road SSW. to **Stizharov**, 7 miles.

Road continues WSW.

53¼ Road crosses to NW. bank of stream.

53¾ Road bends NW. and ascends gradually.

57½ **Dekov** immediately SW. of road, which descends.

60½ Road reaches S. shore of Lake **Vratintsa**. Rough road to Byelene (see alternative route at mile 10), 3½ miles NE.

Road crosses to W. bank of small stream and continues along shore of lake.

62¼ Branch track NNW. along foot of hills and W. shore of Lake Vratintsa, joining alternative route at mile 24.

miles

Road continues WNW.

62 $\frac{3}{4}$ **Byelavoda.** Road climbs steeply up sparsely wooded ravine, turning NW.

65 Summit of ridge, alt. 748 ft. Road descends by another ravine.

67 $\frac{1}{4}$ Road crosses to W. bank of stream with many watermills, and climbs again steeply WNW.

68 Road crosses plateau with some trees, turning NW., alt. about 600 ft.

70 Road again descends ravine WNW.

73 $\frac{1}{2}$ **Nikopol.***Alternative Route*0 **Sistov.** The outlet of the *balta* (see above at mile 44) is crossed to its N. bank by two bridges $\frac{1}{2}$ mile NE. of Sistov station.Track turns NW. along **Danube** bank. Alternative track runs WNW. following N. shore of Lake **Vratintsa**, and rejoining at mile 24.2 Track turns W., then WSW. along marshy ground separating the *balta* from Danube.

7 Track turns WNW.

10 **Byelene.** Rough branch-road SW. to main route at mile 60 $\frac{1}{2}$.10 $\frac{1}{2}$ Track crosses to NW. bank of E. outlet of Lake Vratintsa by bridge at NW. end of village, and follows Danube bank NNW.13 $\frac{1}{2}$ Track turns WNW. along marshy ground.19 $\frac{1}{2}$ Track crosses to NW. bank of W. outlet of Lake Vratintsa.

22 Track re-enters marshy ground, and turns WSW.

24 Branch track from main route (mile 62 $\frac{1}{4}$) enters from SE.

Track crosses to W. bank of small stream and regains foot of hills, which it skirts.

27 $\frac{1}{2}$ **Nikopol.**

ROUTE 110

NOVA ZAGORA—ELENA—TIRNOVO, $62\frac{1}{2}$ miles

This road is fit for wheeled traffic, but has very steep gradients. It crosses the W. end of the Sredna Gora and the Elenska Balkans. The Balkans are crossed by the Tverditsa pass, in which the road reaches an altitude of nearly 3,600 ft. The Sredna Gora and the lower slopes of the Balkans are very well wooded. Between the Tverditsa pass and Elena the country is wooded, with pasture land. From Elena to Rozvalatsi the road runs through a luxuriant valley till it reaches the Drenska. It enters the gorge of this river, and then passes through easy country to Tirnovo.

There are two other routes between Elena and Tirnovo (see Route 122 under miles $7\frac{3}{4}$ and $10\frac{3}{4}$).

miles

- | | |
|-----------------|--|
| 0 | Nova Zagora. Road leaves N. |
| $3\frac{3}{4}$ | Korten to W. of road. Road enters the E. slopes of the Sredna Gora. |
| $4\frac{3}{4}$ | Alt. 1,148 ft. 1 mile to E. of road, and 1,769 ft. 2 miles to NW. of road. |
| $7\frac{3}{4}$ | Hot springs, with bathing establishment, to E. of road, close to the Tunja . Road runs into a peninsula made by two bends of the Tunja . At the W. head of the peninsula is a ford over the river. |
| $8\frac{3}{4}$ | Road crosses to N. bank of the Tunja by a bridge. Banyata , alt. 722 ft., to W. of road. Road turns NE. |
| $9\frac{1}{2}$ | Branch road NE. and then SE. to Alobas (Chervenakovo), 3 miles, and Ikischya , 4 miles (see Route 111 at mile $36\frac{3}{4}$). |
| | Road turns NNW. |
| $11\frac{1}{2}$ | Small vineyard on E. side of road. |
| $12\frac{3}{4}$ | Kazanlik-Slivno track crosses from WNW. to ESE. (see Route 111 at mile $32\frac{1}{2}$). |
| 13 | Road crosses to N. bank of the Blagornitsa , and turns NW. |

miles

15½

Road crosses to W. bank of an affluent of the Blagornitsa.

17½

Road crosses to W. bank of the **Tverditsa** river.
Tverditsa.

Track from Kazanlik-Slivno road comes in from the SW. (see Route 111 under mile 24½).

Road turns N. into the Balkans. The road ascends for a short distance the valleys of the Tverditsa and its affluent the Ferdzhis. The road is winding all the way to the summit of the pass. While following the river valleys it passes through extensive forests.

20½

Road crosses to E. bank of the **Ferdzhis** by a bridge, and ascends the slopes of Mt. **Doksa**. The forest ends on the slopes of the mountain, the sides of which are of grey pinnacled rocks.

27½

Summit of pass. Alt. 3,582 ft. immediately to E. of road (Mt. Haidutsi Chokar). Winding descent through woods, after which the road goes through hilly country of woods and pasture land, with a number of very small scattered hamlets, connected by a network of tracks.

31½

Alt. 2,589 ft. to W. of road.

34½

Track E. to **Bainovtsi**, ½ mile. Oil-field near the village.

35½

Shubetsi.

38

Track SE. to **Pergovtsi**, ¾ mile.

40

Elena, pop. about 3,000. Situated in the upper reaches of the river **Zlatar**. Coal-fields in the neighbourhood (unworked).

Branch roads :

(i) E. to **Bebrovo** and **Slivno** (see Route 121 at mile 35½).

(ii) NE. to **Gornya Orehovitsa** (see Route 122).

miles

43

Road turns W. and passes through a fertile valley.
Yakovtsi.

45½

Rozvalatsi (Nova Mahala). Road approaches the river **Drenska** at the head of the defile in which the river flows. This defile is winding, and has sides of limestone of about 650 ft. The hills through which it passes are well wooded and rise to about 2,400 ft. On leaving the village the road crosses to the NE. bank of the river by an old stone bridge of two arches.

50½

End of defile. **Sveti Nikola** (St. Nicholas) monastery. Large vineyard to NE.

Road turns W., leaving the river, and skirts the hills.

51½

Sveti Ilii monastery. Road turns N. and, after 1 mile, NW.

51¾

Road passes through a large vineyard.

54¼

Fedabei (Marino).

58½

Prisovo. Branch road from Minde comes in from the ESE. (see Route 122 under mile 10¾).

59½

Road joins **Kazanlik-Tirnovo** (via Shipka pass) road (Route 103). From here to Tirnov see Route 103 between miles 66¼ and 69¼.

62½

Tirnov.

ROUTE 111

KAZANLIK—SLIVNO, 53¼ miles

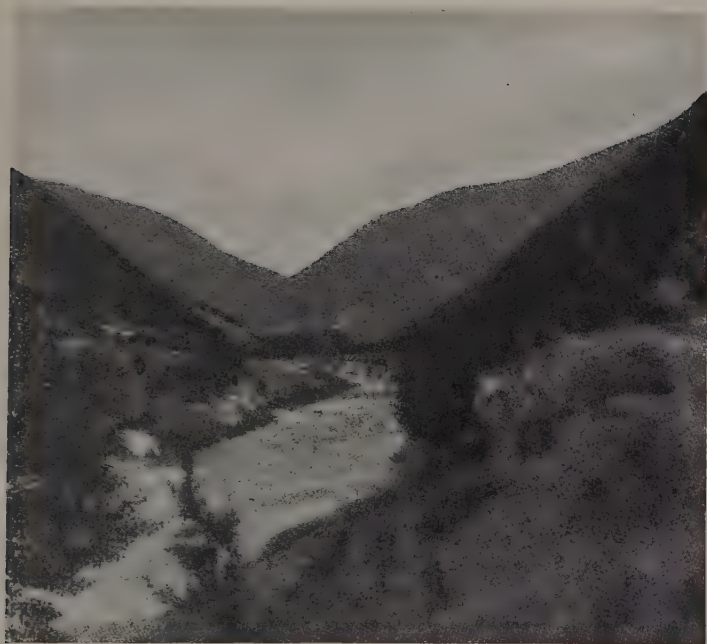
This is a track (after mile 5¼) keeping to the Tunja valley except where the river turns S. to avoid the Medzherlik Planina. None of the streams are crossed by bridges.

Between Tverditsa and Tirnov there is an alternative track across the Balkans, using the Hainkői (Hainboaz) pass (see below at mile 23¾). This track was used in a N. to S.

direction by the Russian General Gourko in 1877, and light artillery was brought along it (see Plate X).

miles

- 0 **Kazanlik.** The road from Stara Zagora is followed for the first $5\frac{1}{4}$ miles (see Route 103 between miles $21\frac{1}{4}$ and 16).
- $5\frac{1}{4}$ Stara Zagora road turns SE. By following this road across the Tunja, and then following the branch road described in Route 103 under mile 10, an alternative route is provided, joining the Slivno track at mile 21. This alternative route is longer, but except for the last 5 miles the surface is better.
- 8 $\frac{1}{4}$ Road turns E. and becomes a track.
- 8 $\frac{1}{4}$ Tracks (i) N. to Maglizh, $\frac{3}{4}$ mile, and Trevna, via the Trevna pass, $21\frac{3}{4}$ miles (see Route 104 at mile $1\frac{3}{4}$).
- 11 $\frac{1}{4}$ (ii) S. to **Tulovo**, $1\frac{3}{4}$ mile (see Route 103 at mile $12\frac{3}{4}$).
- 12 $\frac{1}{2}$ **Dobnik.**
- 13 $\frac{1}{2}$ Track crosses to E. of Stara Zagora-Tirnovovo railway.
- 13 $\frac{3}{4}$ Track crosses to E. bank of stream.
- 15 $\frac{1}{4}$ Track S. to **Dobovo** (Yaikanli), 1 mile.
- 15 $\frac{1}{2}$ Track crosses to E. bank of the **Popovska**.
- 15 $\frac{1}{2}$ Track crosses to E. bank of the **Sliva**.
- Lahanli** (Vetren) SE. of route.
- Branch track S. to **Kishla**, on the N. bank of the Tunja, 2 miles.
- 21 Branch track S. to Nova Mahala, $\frac{3}{4}$ mile, whence to Kozludzha and the Stara Zagora road (see Route 103 under mile 10).
- 22 Branch track S. to **Nikolaevo**, $\frac{1}{2}$ mile, and **Esheksh**, $\frac{3}{4}$ mile.
- 22 $\frac{1}{2}$ Track turns NE.
- 22 $\frac{3}{4}$ Track crosses to N. bank of the **Harvashnitsa**.
- 23 $\frac{3}{4}$ Branch track W. to **Hainkői** (Gurkovo), $1\frac{1}{4}$ mile, at foot of the Hainkői pass.
- 24 $\frac{1}{2}$ Branch track NE. to **Tverditsa**, 6 miles, whence the Nova Zagora-Tirnovovo road can be followed in a SE.



THE HAINKÖI PASS

miles

direction back to the main track, $10\frac{3}{4}$ miles (see Route 110 at mile $17\frac{1}{2}$, and see below under mile $32\frac{1}{2}$).

Track turns E.

$26\frac{1}{2}$ Track now begins to skirt the N. slopes of the Medzherlik Planina, alt. 1,981 ft. The Tunja turns SSE.

$27\frac{3}{4}$ Branch track S. to **Zapalnya**, $1\frac{1}{2}$ mile.

28 Track crosses to E. of the **Tverditsa** river.

$31\frac{1}{4}$ **Orizari** on N. side of track.

$32\frac{1}{2}$ Track crosses Nova Zagora–Elena road from WNW. to ESE. (see Route 110 at mile $12\frac{3}{4}$).

$35\frac{1}{2}$ Track S. to **Alobas**, $1\frac{1}{2}$ mile, and then NE. to Ikischya, $2\frac{1}{2}$ miles.

$36\frac{3}{4}$ **Ikischya** (Bliznek) to S. of track.

38 Track approaches close to N. bank of Tunja and turns NE. between the river and wooded hills, alt. 1,870 ft.

$39\frac{3}{4}$ **Binkos**.

40 Track crosses to E. bank of the **Belenska**.

$41\frac{1}{4}$ Alt. 636 ft. to S. of road. Track now leaves the river and keeps on the slopes above the Tunja valley. The Tunja turns SE., and the valley widens.

$42\frac{1}{2}$ **Karasarli** on N. side of track.

Alternative track, rejoining main track, $3\frac{3}{4}$ miles, at mile 46, keeps to the valley.

Track continues along the slopes.

$44\frac{1}{4}$ **Dermendere** (Gavrailovo).

46 Alternative track comes in from the WSW.

$50\frac{1}{4}$ Track N. over vine-clad spur, alt. 1,158 ft., to Slivno, $2\frac{3}{4}$ miles.

$51\frac{1}{2}$ Track joins Philippopolis–Slivno road (see Route 100 at mile $96\frac{1}{2}$).

$53\frac{1}{4}$ **Slivno**.

ROUTE 112

ADRIANOPLE—YAMBOLI—SLIVNO, $81\frac{1}{2}$ miles

This route is a poor road up the Tunja valley. It improves between Kizal Agach and Yamboli. The Bulgarians are reported to have improved all that part of the road lying within their own frontier. From Yamboli to Slivno the road runs through easy country in a NW. direction.

miles

0	Adrianople. Starting from the Ottoman Bank, the road runs N. for $\frac{1}{2}$ mile, passing the Post Office on the W. side of the street.
$\frac{1}{2}$	Street turns NE.
$\frac{3}{4}$	Street turns NW. and crosses the Tunja (which is here 120 ft. above sea-level) by the Sarajhane bridge (stone, 9 arches).
$1\frac{3}{4}$	Infantry barracks on W. Road follows W. bank of Tunja, near the level of the water. High ground on W.
$3\frac{1}{4}$	Road leaves the Tunja. Road crosses to NW. of stream by a bridge. Track NE. to bridge over the Tunja, $\frac{1}{4}$ mile. Road runs N.
$4\frac{3}{4}$	Karagöz Tarla fort, alt. 285 ft., on E. side of road.
5	Loop track N., slightly shorter but not so good, branches here. This track keeps closer to the Tunja and rejoins main road at mile $9\frac{1}{4}$ (total length 4 miles).
$8\frac{1}{2}$	Road crosses to E. of Baghchik Dere .
$9\frac{1}{4}$	Track from mile 5 rejoins main road, which now keeps the Tunja on the E. at a distance of 1 to 3 miles, and the Baghchik Dere $\frac{1}{2}$ to $\frac{3}{4}$ mile on the W. The road is slightly wooded for the next $8\frac{1}{2}$ miles, and the country becomes more undulating.
$15\frac{1}{4}$	Alt. 757 ft.

miles

- 17 $\frac{3}{4}$ Bulgarian frontier.
- 18 $\frac{3}{4}$ **Konstantinovo** (Tatarköi).
- 25 $\frac{3}{4}$ **Vakav**, old frontier village, on an affluent of the Tunja.
- Branch road NW. to Slivno (see Route 113).
- 26 $\frac{1}{4}$ Road crosses to N. of an affluent of the Tunja.
- 27 Road crosses to N. of the **Medilik** by a ford 65 ft. wide, 2 $\frac{1}{2}$ ft. deep (sandy bottom).
- 28 Road approaches to within a few hundred yards of the Tunja, and crosses to N. of the **Mandra Dere** by a wooden bridge.
- 29 $\frac{3}{4}$ Branch track NW., then SSW. to **Duganovo**, 2 miles (see Route 113 at mile 29 $\frac{1}{2}$).
- 31 Alt. 774 ft. Road turns NE.
- 32 $\frac{1}{4}$ Road crosses to N. of the **Dugan Dere** by a ford 35 ft. wide, and 1 $\frac{1}{2}$ ft. deep (sandy bottom).
- 33 $\frac{1}{2}$ **Shahli** (pop. about 300). Branch road ENE., then NE., with ferry across Tunja at mile $\frac{3}{4}$, to **Kizal Agach**, 6 $\frac{3}{4}$ miles.
- 34 $\frac{3}{4}$ Alt. 308 ft. Road crosses to N. of **Yavuz Dere** (Choban Asmak) by a wooden bridge.
- 38 **Hasan Beili** (pop. about 500). Track WNW. to **Iose Beili**, 3 miles.
- 38 $\frac{1}{2}$ Road turns E.
- Alternative road W. of Tunja continues NE. It keeps to the W. of the Tunja, and has a poor surface.
- miles
- 0 Main road turns E.
- Alternative road proceeds NE., and then N.
- $\frac{1}{4}$ Road crosses to N. of affluent of Tunja.
- It runs up the affluent.
- 2 $\frac{1}{4}$ Track NE. to Kurmushli, 1 $\frac{1}{2}$ mile (see main road below under mile 43 $\frac{3}{4}$).
- 4 $\frac{3}{4}$ Tracks: (i) SE. to Kurmushli, 2 miles; (ii) WNW. to **Dryenovo** (Kaziljikli), $\frac{1}{2}$ mile.
- 7 $\frac{1}{2}$ **Karapcha** (pop. about 300).

miles	miles	
		Track E. to Kaya Burun, $3\frac{1}{4}$ miles (see below at mile $47\frac{1}{4}$).
	$12\frac{3}{4}$	Pandakli (pop. about 250), on W. bank of the Tunja. Road crosses ancient rampart, along which runs a track, crossing Tunja by wooden bridge to main road (see below at mile $54\frac{3}{4}$).
		The road now keeps close to the Tunja for $3\frac{3}{4}$ miles.
	$15\frac{3}{4}$	Hanovo (pop. about 300). On high ground.
	$16\frac{1}{2}$	Road bifurcates : (i) Keeps close to the Tunja for $2\frac{3}{4}$ miles, with track E. fording the Tunja to Kukorevo (see below at mile $60\frac{3}{4}$). Distance to Yamboli, $5\frac{3}{4}$ miles. This road is liable to inundation. (ii) Keeps W. of an affluent of the Tunja ; distance to Yamboli, $6\frac{1}{2}$ miles. Just outside Yamboli this road touches the Burgas-Philippopolis railway. This road has a worse surface, but is less liable to inundation.
$39\frac{3}{4}$		Road crosses to E. of an arm of the Tunja by a bridge.
40		Road crosses to E. of the Tunja by a bridge.
$40\frac{1}{2}$		Kizal Agach , alt. about 300 ft., pop. about 1,700 (see under Route 114 at mile $17\frac{1}{4}$, and Route 117). From this point to Yamboli the road is better. The valley of the Tunja becomes marshy, the road skirting marsh all the way to Yamboli. Telegraph line now runs close to the road.
$43\frac{1}{4}$		Road crosses to N. of an affluent of the Tunja by bridge.
$43\frac{3}{4}$		Tracks : (i) W., crossing the Tunja by a wooden bridge to Kurmushli , $2\frac{3}{4}$ miles, whence tracks NW. and SW. to the alternative road to Yamboli (see alternative road above at mile $2\frac{1}{4}$).

miles

(ii) NE. to **Eni Beili**, $1\frac{1}{2}$ mile.

45 $\frac{1}{2}$ Road crosses to N. of an affluent of the Tunja by a bridge. Many tracks run SE., E., and NE. to **Mursatli**.

47 $\frac{1}{4}$ Branch road W., then NW., crossing the Tunja by a bridge at $1\frac{1}{4}$ mile to **Kaya Burun** on W. bank of river, whence track to Karapcha, on alternative road to Yamboli (see alternative road above at mile 7 $\frac{1}{2}$), 4 $\frac{1}{2}$ miles.

47 $\frac{3}{4}$ Alt. 485 ft.

49 $\frac{1}{4}$ Road crosses to N. of an affluent of the Tunja by two bridges.

51 $\frac{3}{4}$ Road crosses to NW. of an affluent of the Tunja.

54 $\frac{3}{4}$ Road crosses to N. of the Yerkisiya (Er Kesiya), unimportant remains of mediaeval frontier rampart and ditch.

Track along top of rampart to SW., crossing the Tunja by a wooden bridge to Pandakli on alternative Yamboli road (see alternative road above at mile 12 $\frac{3}{4}$).

Between this point and Yamboli the road crosses to N. of numerous affluents of the Tunja by wooden bridges.

57 $\frac{1}{4}$ **Indzheksarli** on W. of road.

60 $\frac{3}{4}$ Track SW., then NW., then turning SW., to ford across the Tunja, 2 $\frac{1}{4}$ miles, and to alternative road to Yamboli (see alternative road above under mile 16 $\frac{1}{2}$).

Kukorevo on E. of road.

63 $\frac{1}{4}$ Branch road SE. to **Midiris**, 6 miles. Barracks on E. of road. Road turns W. into Yamboli.

63 $\frac{3}{4}$ **Yamboli** (centre of town), alt. about 400 ft. There are two bridges, with stone foundations, across the Tunja.

The road leaves Yamboli from the N. quarter of the town, and crosses the Tunja by wooden bridge.

miles	At $\frac{1}{2}$ mile it crosses to N. of an arm of the Tunja by a wooden bridge, then proceeds in NW. direction.
64 $\frac{3}{4}$	Yamboli railway station, alt. 423 ft. Vineyards to SW. of road for next $2\frac{1}{4}$ miles.
70	Road crosses to N. of river Yome by a wooden bridge.
72	Road crosses the Tunja by a bridge.
72 $\frac{1}{2}$	Track SW. to Artaklari , 1 mile, whence track to Aladagli , 2 miles. From Aladagli branch road (poor) crosses the Kurucha , $5\frac{1}{4}$ miles, and joins the Philipopolis-Slivno road, $10\frac{1}{4}$ miles (Route 100).
80 $\frac{1}{2}$	Slivno railway station, alt. 938 ft. Road joins Burgas-Slivno road (see Route 120 at mile $65\frac{3}{4}$, and Route 113 at mile $76\frac{3}{4}$).
81 $\frac{1}{2}$	Slivno , centre of town.

ROUTE 113

ADRIANOPLE—SLIVNO, $78\frac{1}{4}$ miles

VIA KAVAKLI

For $25\frac{3}{4}$ miles the route follows the Adrianople-Yamboli road (see Route 112). After that it strikes over the hills in NNW. direction. The altitudes reached are not high, but the route is a mere track up to mile $58\frac{1}{2}$. The best road from Adrianople to Slivno is via Yamboli (Route 112).

miles	
0	Adrianople.
25 $\frac{3}{4}$	Vakav. Track turns W., then NW. from Yamboli road (see Route 112 at mile $25\frac{3}{4}$).
29 $\frac{1}{2}$	Track follows up affluent of Tunja, and passes monastery of the Holy Trinity. Branch tracks: (i) SW. to Novoselo , $\frac{1}{2}$ mile; (ii) NE. to Duganovo , $1\frac{1}{2}$ mile (see Route 112 at mile $29\frac{3}{4}$).
30	Alt. 908 ft.

miles

32 **Kozludzha.**34 **Kavakli.** Track becomes a poor road and leads N.
34 $\frac{1}{4}$ Road crosses to N. of the **Kayadzhik** by a bridge,
and passes through vineyards.35 $\frac{1}{4}$ Alt. 1,115 ft. W. of road.Branch track above the valley of the **Kurudzhi**,
then N. to **Chikurovo**, 5 miles, whence track N. to
Mahala Manastir, 9 miles.38 $\frac{3}{4}$ Track E. to **Chikurovo**, 2 miles (see above at
mile 35 $\frac{1}{4}$).39 Road crosses to N. of **Yavuz Dere** by a bridge.
Road now becomes a track again.42 $\frac{1}{4}$ **Golem Manastir.** Track turns sharply WSW. out
of the village, then WNW. Branch track NW. to
iron mines, 3 miles.45 $\frac{1}{4}$ **Talashmanli.** Track leaves NW.48 $\frac{3}{4}$ **Kayadzhik**, on the ancient rampart (see Route 112
at mile 54 $\frac{3}{4}$).

Track turns N.

53 **Gyubel.** Track leaves N. from NW. of village.
General direction continues N.54 $\frac{3}{4}$ Alt. 951 ft. $\frac{1}{4}$ mile E. of road.58 $\frac{1}{2}$ Track becomes a poor road.60 **Musukodzhalı** (Marashitye Mogila).60 $\frac{1}{2}$ Road improves greatly.61 $\frac{1}{4}$ Road crosses to NE. of small stream by a wooden
bridge. Marsh to E. of road for 2 $\frac{1}{2}$ miles. Road now
runs N.64 $\frac{1}{4}$ Road passes between two hills: alt. of E. hill
751 ft. and of W. hill 731 ft.64 $\frac{3}{4}$ **Kermenli** village and railway station on Philip-
popolis-Burgas railway, alt. 528 ft. Road crosses to
N. of railway, and runs NNE.67 $\frac{3}{4}$ **Nikolaevo** (Yaiaköi).71 $\frac{3}{4}$ Road crosses to N. of an affluent of the Tunja by
bridge.

miles	
72 $\frac{3}{4}$	Road joins Philippopolis–Slivno road (see Route 100 at mile 92 $\frac{1}{2}$).
73	Road crosses to E. bank of the Tunja by a stone bridge, and proceeds across flat plain of the Tunja.
73 $\frac{1}{2}$	Road crosses to E. bank of an affluent of the Tunja by bridge.
	Chairli (Tsairli), $\frac{1}{4}$ mile N. of road.
76 $\frac{1}{2}$	Alternative route to Tverditsa branches W. (see Route 111 at mile 51 $\frac{1}{2}$).
	Road now turns N., and runs to Slivno between the river Kurucha on E. and sloping vineyards on W.
76 $\frac{3}{4}$	Alternative route from the Yamboli–Slivno road comes in from SSE. (see Route 112 at mile 72 $\frac{1}{2}$).
78 $\frac{1}{4}$	Slivno.

ROUTES 114–117

GENERAL NOTE

Between Adrianople and Burgas lies the N. portion of the Istranja mountains; these run up to the Emineh Dagħ, the extreme E. section of the Balkans. On the side of the Black Sea the mountains are steep; towards the Maritsa the country forms a high level, broken by the numerous affluents (which flow in a SW. direction) of the Tunja and the Ergene. The roads naturally run therefore from the SW. to the NE., and not from SE. to the NW.

The Istranja mountains reach, in this portion, altitudes from 1,500 ft. to over 3,000 ft. They are, for the most part, thickly wooded, with few villages. All roads in this district, with the exception of the Slivno–Karnobat–Burgas main road, are bad, and it is doubtful whether even this main road would stand much heavy traffic.

The Istranja mountains were considered, from a military point of view, impassable until the Bulgarian army crossed

them in 1912. The routes given here are those taken by the Bulgarian forces. On Route 131—the least promising on the map—the Bulgarian infantry were accompanied by three batteries of artillery.

The Bulgarian operations were hampered after their victory at Kirk Kilisse by the difficulty of bringing transport over the roads. It should be noticed, however, that the general direction of their advance, viz. towards Constantinople, was towards the SE., and not as the lie of the country would dictate, towards the SW.

Before the Balkan War the Bulgarians were said to have done a good deal of road-making in this region.

ROUTE 114

ADRIANOPLE—GOLEM DERVENT—PASHA KÖI,
39 $\frac{1}{4}$ miles

This route is shorter than Route 115, but has a much worse surface, though it is probably less liable to floods in winter; it passes over hilly country all the way, making very little use of the river valleys; between Golem Dervent and Pasha Köi, where the highest altitudes are reached, it is only a track. There is an alternative route, with a worse surface, between miles 2 $\frac{1}{4}$ and 22 $\frac{1}{4}$.

miles

- | | |
|------------------|---|
| 0 | Adrianople. Starting from the Ottoman Bank the route follows the Yamboli road until the latter turns NW. to cross the Tunja. The road then turns NE. |
| 3 $\frac{3}{4}$ | Branch road NNW. crossing the Tunja and a loop by two stone bridges to the barracks (1 mile). |
| 13 $\frac{3}{4}$ | Road turns NNE. Magazines to the E. |
| 21 $\frac{1}{4}$ | Road proceeds N. |
| 21 $\frac{1}{2}$ | Alternative route branches NNE., and keeps 2 to miles E. of main road. Numerous cross-tracks |

miles

run between the two roads, which are separated by a low ridge. The road runs as follows :

miles

	4	Road enters wooded country. The road follows up the valley of the river Provadi .
	8 $\frac{1}{2}$	End of wooded country.
	12 $\frac{1}{2}$	Provadia .
	17 $\frac{1}{2}$	Boyunli .
	19 $\frac{1}{2}$	Road joins main road at mile 22 $\frac{1}{4}$.
2 $\frac{3}{4}$		Alt. 328 ft. Road turns NE.
3 $\frac{3}{4}$		Road turns N.
4 $\frac{3}{4}$		Road crosses to N. of affluent of Tunja.
5 $\frac{1}{4}$		Road turns NE.
11 $\frac{3}{4}$		Track NW. to Chomlek Ak Bunar , 1 mile.
17 $\frac{1}{4}$		Hanli Enidzhe . From here the road is not good, but still fit for transport.
		Track NNW. to Kizal Agach (used by a Bulgarian division in 1912), as follows :
	miles	
	1	Track crosses to W. of the Choban Dere .
	1 $\frac{1}{2}$	Demir Kõi . From here to just beyond the frontier the country is thickly wooded.
	6	Hamza Beili .
	7	Bulgarian frontier. Alt. 1,377 ft.
	8 $\frac{1}{4}$	Branch track WNW. to Urum Beili , 2 $\frac{1}{2}$ miles. General direction now N.
	10 $\frac{3}{4}$	Track crosses to N. of the Irlisko Dere .
	11	Branch track W. to Dermen Dere , 2 miles.
	17	Arapli . Road crosses to N. bank of the Arapliska .
	20	Road crosses to N. of the Hambarliska by a bridge.
	21 $\frac{1}{2}$	Kizal Agach (see Route 112 at mile 40 $\frac{1}{2}$).
21		Branch track WNW. to Don Kõi , 1 mile.
22 $\frac{1}{4}$		Alternative route comes in here (see above at mile 2 $\frac{1}{4}$).
24 $\frac{3}{4}$		Bulgarian frontier. Alt. about 1,200 ft.

miles	
26 $\frac{3}{4}$	Golem Dervent. The road now becomes a track ; it was, however, used by a Bulgarian division in 1912. Numerous tracks now run NW., N. and NE. to the Kizal Agach-Pasha Kõi road. The route described here is the most direct. All pass through wooded country. Track runs NE. and proceeds generally NE.
29 $\frac{3}{4}$	Alt. 1,266 ft.
30	Track turns NNE. and follows down the valley of the Chakarliya .
31 $\frac{3}{4}$	Track W. to Turfali , 1 $\frac{3}{4}$ mile.
32 $\frac{1}{4}$	Golem Boyalik. Branch track from Adrianople via Kukiler comes in here (see Route 115 at mile 43 $\frac{3}{4}$). Track runs NNE. from village.
35 $\frac{3}{4}$	Malak Boyalik. Track runs NNW. from village.
39 $\frac{1}{4}$	Pasha Kõi.

ROUTE 115

ADRIANOPLE—KUKILER—PASHA KÖI, 50 $\frac{3}{4}$ miles

The route follows the second of the Adrianople-Kirk Kilisse roads (see *Handbook of Turkey in Europe*, Route 2) as far as Kukiler. From this point it turns N. and becomes a track. The track was used by a Bulgarian division coming S. in the war of 1912.

miles	
0	Adrianople. Leaving Ottoman Bank route runs NE. for 500 yards, then turns E.
1	Road leaves town by guard-house to N. of Turkish cemetery, and of the Kaik fort. Road turns ENE. to N. of vineyards.
11 $\frac{1}{2}$	Road turns E. Branch road NE. to Kuru Cheshme and Kestanlik

miles

forts, and Chiftlik Solioglu ; good road as far as Kestanlik fort, then it becomes a track. Numerous streams are crossed ; only three are bridged. The road runs as follows :

miles	
$1\frac{1}{4}$	Kuru Cheshme fort.
$2\frac{1}{4}$	Kestanlik fort, l. of road.
$2\frac{1}{2}$	Road crosses to E. of small stream by bridge and becomes track.
	Track turns ENE.
6	Alt. about 2,020 ft.
$7\frac{3}{4}$	Track turns ESE.
10	Track turns sharply N.
	Track SE. to main road $1\frac{1}{2}$ mile (see below at mile $9\frac{1}{4}$).
$10\frac{1}{2}$	Track turns sharply E.
$13\frac{1}{2}$	Track turns ENE.
$16\frac{3}{4}$	Gechkenli.
$19\frac{1}{2}$	Track joins main track 1 mile S. of Chiftlik Solioglu (see below at mile $20\frac{1}{2}$).
5	Track NE. to Musabeili , $\frac{1}{2}$ mile. Between here and Kukiler the road crosses numerous streams, about half of which are bridged.
$9\frac{1}{4}$	Track N. $1\frac{1}{2}$ mile to alternative track to Solioglu (see above).
$9\frac{3}{4}$	Demiranliya.
$17\frac{1}{4}$	Kukiler.
$17\frac{1}{2}$	The road turns N., and becomes a track.
	Branch road continues NE. to Kirk Kilisse (see <i>Handbook of Turkey in Europe</i> , Route 2).
$20\frac{1}{2}$	Alternative track comes in from W. (see above under mile $1\frac{1}{2}$).
$21\frac{1}{2}$	Chiftlik Solioglu.

Branch track NNE. to Keremitli and Fakiya (see Route 116).

miles	Track crosses to NW. of the Hasi Dere and continues in a NNW. direction.
22	Alternative track, keeping close to an affluent of the Has Dere, runs direct to Tatarlar , 6 miles.
	Main track keeps slightly W. of this to
25 $\frac{1}{4}$	Seimen , 3 $\frac{1}{2}$ miles, and Tatarlar . This track seems to be the more used.
27	Tatarlar (Tashli Muselim).
	Track continues NNW.
32 $\frac{1}{2}$	Track turns NW.
33 $\frac{3}{4}$	Track turns sharply NE.
35 $\frac{1}{4}$	Vaisal . The track leaves in NNW. direction.
36	Track turns NW.
37 $\frac{1}{4}$	Branch track N. over the Odzha Bair to Boyalik .
37 $\frac{3}{4}$	Frontier.
38 $\frac{3}{4}$	Track enters valley of the Kuchuk Dervent Su , and follows it down to mile 43 $\frac{3}{4}$.
40	Track turns NE. and crosses to E. of the Kuchuk Dervent Su.
43 $\frac{3}{4}$	Track leaves valley and turns ENE. into Golem Boyalik . From this point to Pasha Kõi see Route 114 at mile 32 $\frac{1}{4}$.
50 $\frac{3}{4}$	Pasha Kõi .

ROUTE 116

ADRIANOPLE—SOLIOGLU—KEREMITLI—FAKIYA
AND JUNCTION WITH KIZAL AGACH—BURGAS ROAD, 61 miles

Track from Kukiler used by the Bulgarian forces in the war of 1912: it runs through very sparsely inhabited country, over the E. Istranja mountains. It follows Route 115 as far as Solioglu.

miles	
0	Adrianople . For the first 21 $\frac{1}{2}$ miles see Route 115, miles 0–21 $\frac{1}{2}$.
21 $\frac{1}{2}$	Chiftlik Solioglu . Track leaves N.

miles

- 23 Track turns sharply ENE.
- 24 $\frac{1}{2}$ Track crosses to E. of the **Akarji Dere**.
- 25 **Keremitli**. Road leaves NNE.
- 26 Track turns N.
- 28 $\frac{1}{2}$ Track gradually approaches the Akarji Dere.
- 32 $\frac{1}{4}$ **Kara Hemze**. Track continues N. for 1 mile, then turns NNE.
- 37 $\frac{1}{4}$ Track crosses to E. of the **Teke Dere**, and runs up the valley, close to river, crossing numerous affluents.
- 39 $\frac{1}{2}$ Track crosses to W. of the Teke Dere.
- 40 $\frac{1}{2}$ **Devleti Agach**.
- 43 Track leaves valley of the Teke Dere and turns NW.
- 45 **Malkoch** (Markochlar) to E. of track. Frontier.
- 46 $\frac{1}{2}$ **Kaibilyare**, from which numerous tracks radiate. Track leaves N., following telegraph line.
- 47 $\frac{1}{2}$ Alt. 1,410 ft.
- 48 Track descends valley of the **Fakiya**, keeping close to stream.
- 52 $\frac{1}{2}$ **Kaza Kilisse**.
- Branch track WNW. over hills to Kizal Agach road (see Route 117 at mile 58 $\frac{1}{4}$).
- From this point the track continues close to the river Fakiya, which turns ENE.
- 56 $\frac{1}{2}$ Track crosses to N. of river.
- 57 $\frac{1}{2}$ **Fakiya**. Track leaves N.
- 59 $\frac{1}{2}$ Track turns NE., skirting hills of alt. about 1,200 ft.
- 61 Track joins Kizal Agach-Burgas road (see Route 117 at mile 73).

ROUTE 117

ADRIANOPLE—KIZAL AGACH—PASHA KÖI—
FAKIYA—BURGAS, 100 miles

This route passes over hilly country. From Kizal Agach it is merely a track. The route described between Pasha Köi and Kara Bunar differs from that marked on the Austrian Staff Map 1 : 200,000, which takes the route through Fakiya. The route here described has been compiled from more recent information. The best route probably would be Adrianople—Yamboli—Slivno (Route 112), and Slivno—Burgas (Route 120). This last is a first-class metalled road. Route 118 would also offer a good road, shorter than 112 and 120.

miles

- | | |
|------------------|--|
| 0 | Adrianople. From Adrianople to Kizal Agach see Route 112. |
| 40 $\frac{1}{2}$ | Kizal Agach. The route runs due E., and as far as Pasha Köi is merely a track. |
| 45 $\frac{3}{4}$ | Gyuch Beiler. Track turns SE., crosses to SE. of Popova by a wooden bridge, and then turns E. |
| 46 $\frac{3}{4}$ | Track turns SE. |
| 48 | Track crosses to S. of the Suhata. |
| | Daut Begli. |
| 48 $\frac{1}{4}$ | Track turns NE. out of the village, crosses to N. of the Suhata , and continues due E., gradually leaving the valley of the Suhata . |
| 52 $\frac{1}{4}$ | Track crosses to E. of Popova . |
| | Pasha Köi (see Route 114 at mile 39 $\frac{1}{4}$). |
| | Track turns NE. |
| 54 $\frac{3}{4}$ | Track runs W. |
| 58 $\frac{1}{4}$ | Kanakla Yeniköi (Novoselo). |
| | Track leaves NNE., crossing to N. of the Balakliya . |
| | Branch track E. to Kaza Kilisse, 7 $\frac{1}{2}$ miles (see Route 116 at mile 52 $\frac{1}{2}$). |

miles	
59 $\frac{1}{2}$	Track turns ENE. into hills.
62 $\frac{1}{4}$	Ahlatli NW. of track.
64 $\frac{1}{4}$	General direction E.
67 $\frac{1}{4}$	Track turns NE.
68 $\frac{1}{2}$	Track turns ENE.
73	Track from Fakiya comes in (see Route 116 at mile 61).
	Track turns NE. and follows telegraph line.
83	Kara Bunar. Track enters valley of Melnishka , which after 2 miles becomes the Mandra Chai. Track crosses numerous streams.
87 $\frac{1}{4}$	Track crosses to NE. of the Mandra Chai by bridge.
91 $\frac{1}{2}$	Track crosses to N. of the Hadzhilar Suyu by bridge. Marshy country on each side of road.
92 $\frac{1}{4}$	Track crosses to E. of an affluent of the Mandra Chai. The latter enters a lagoon about 1-1 $\frac{1}{4}$ mile broad, reaching to the sea, into which it flows by a narrow channel.
94	Alternative track ENE., 5 miles, rejoining main track at mile 99.
96 $\frac{1}{2}$	Track turns NNE. across marsh.
99	Track runs between lagoon on N. and marsh on S.
99 $\frac{3}{4}$	Road from Urum Kõi comes in from the S. (see Route 131 at mile 72 $\frac{1}{2}$).
100	Burgas.

ROUTE 118

YAMBOLI—BURGAS, 65 miles

VIA KARNOBAT

The road starts from the N. section of the town and the E. (left) bank of the Tunja, and follows up the river for 2 miles, keeping the Kirklar hill (alt. 754 ft.) on the SE. The road runs in a NE. direction to its junction with the Burgas-Slivno road (Route 120), up to which point it also

serves the Yamboli–Shumla road (see Route 126). It is a second-class road for the first 15 miles, and thereafter a first-class metalled road.

miles

0 **Yamboli.**

2 The Tunja turns N. into a marshy district.

4 Road approaches S. bank of the **Asmak Dere**, and runs between it and hills.

5 Track NW. to **Azap Kõi** (Tatar Kõi), $\frac{3}{4}$ mile, and Kulakli railway bridge (288 ft. long) over the Tunja, at the head of a causeway over the Tunja marsh, $3\frac{1}{4}$ miles.

$5\frac{1}{4}$ Track SE. and then S. to **Mogila**, $1\frac{3}{4}$ mile, on the alternative Yamboli–Burgas road (see Route 119 at mile $4\frac{3}{4}$).

$5\frac{1}{2}$ Road crosses to N. of the Asmak Dere.

$9\frac{1}{2}$ **Zimnitza** (Kashla Kõi).

Branch roads :

(i) Alternative road ENE. to the Burgas–Slivno road (Route 120), see below at mile $18\frac{1}{4}$. It runs as follows :

miles

$3\frac{1}{4}$ Road crosses to N. of railway.

$4\frac{1}{4}$ **Straldzha** village and railway station.

Branch road S. to **Dermen Kõi**, 4 miles (see Route 119 at mile $11\frac{1}{4}$).

Branch road to Slivno–Burgas road, $2\frac{3}{4}$ miles (see below at mile $15\frac{1}{2}$, and Route 120 at mile $49\frac{1}{4}$).

$5\frac{1}{2}$ Road crosses to NE. of the **Marash** by a bridge. Straldzha marshes on the E.

$6\frac{1}{2}$ **Seimen** on the Burgas–Slivno road (see below at mile $18\frac{1}{4}$).

(ii) Track NW. to **Kashla Kõi** railway station (railway junction for Slivno), $\frac{1}{2}$ mile.

10 Road crosses railway.

14 Road crosses to N. of the **Akmak Dere** by a bridge.

miles

15 Road joins Burgas—Slivno road (see Route 120 at mile 50). Shumla road continues N. (see Route 126). The Burgas road runs E.

15½ Branch road from Straldzha comes in from SE. (see above under mile 9½).

Branch road N. to Shumla road, $\frac{3}{4}$ mile (see Route 126 at mile 16).

15¾ Road crosses to E. of the **Marash**.

16 Road crosses to E. of an affluent of the Marash.

18¼ **Seimen** on S. of road. Branch road from mile 9½ comes in here.

Road now continues between wooded hills on the N. (alt. 1,581 ft.), and the Straldzha marsh on the S.

22½ **Aladagli**.

22¾ Straldzha marsh ends. Track SSE. to Aladagli railway station, 2 miles.

28 Road crosses to E. of the Asmak Dere by a stone bridge, and to E. of railway.

32 **Karnobat**, pop. about 5,100.

Branch road N. and then NE. to Karnobat railway station, $1\frac{1}{4}$ mile.

39 Alt. 839 ft., summit of watershed.

44½ Alt. 229 ft.

45 Road crosses to NE. of the **Aitos Dere**.

45½ Road turns SE.

46 Road crosses to SE. of railway.

46¼ **Aitos** town and railway station, alt. 225 ft.

The lagoons of Burgas are visible from the Hissar Bair hill (on which is a ruined castle) above Aitos.

Branch road SSW. to **Azapli**, 5 miles.

Road now traverses easy country in a SE. direction between the mountains and the Aitos river, gradually increasing its distance from the river and the railway.

miles	
47 $\frac{3}{4}$	Alt. 223 ft.
50 $\frac{1}{4}$	Alt. 295 ft.
50 $\frac{1}{2}$	Road crosses to SE. of stream by a bridge.
51	Track S. to Urum Eni Köi , 2 $\frac{1}{2}$ miles.
54	Road crosses to SE. of Kavak Dere by a bridge.
56 $\frac{1}{2}$	Track SW., branching at mile $\frac{1}{2}$: (i) SW. to Chiftlik Has Köi , 5 miles; (ii) WSW. to Kayali railway station, 4 $\frac{1}{2}$ miles (see Route 119 under mile 41).
62 $\frac{1}{2}$	Tracks : (i) E. to Atanas Köi and W. bank of the Ladzhan-sko lagoon, $\frac{1}{2}$ mile. (ii) W. and then NW. to Kayali and Achlare (see Route 119 at mile 41).
63 $\frac{1}{2}$	Alt. 101 ft. Road turns S.
65	Burgas town and station.

ROUTE 119

YAMBOLI—BURGAS, 53 $\frac{1}{2}$ miles

VIA ACHLARE

This is a second-class road as far as Achlare, and a track (with bridges) afterwards.

miles	
0	Yamboli. Road leaves the N. quarter of the town in an ENE. direction.
1 $\frac{1}{2}$	Alt. 656 ft.
4 $\frac{3}{4}$	Mogila. Track N. and then NW. to main Burgas road, 1 $\frac{3}{4}$ mile (see Route 118 at mile 5 $\frac{1}{4}$). Road crosses to E. of an affluent of the Asmak Dere.
8 $\frac{1}{4}$	Chinkodzha.
11 $\frac{1}{4}$	Track NNW. to Dermen Köi , 1 mile, whence N. to

miles

Straldzha village and railway station (see Route 118 at mile $9\frac{1}{2}$):

 $13\frac{1}{4}$ **Avlali.** $22\frac{3}{4}$

Alt. 1,079 ft.

 $26\frac{1}{4}$

Achlare, alt. 656 ft. From here the road becomes a track.

Track runs NE. out of the village.

 $26\frac{1}{2}$

Track turns due E.

 $28\frac{1}{4}$

Track crosses to E. of stream by a bridge.

 $28\frac{3}{4}$

Track crosses to E. of stream by a bridge.

Track turns NE.

 $30\frac{1}{4}$

Krushovo (Tarakliya). Track turns ENE. out of the village.

 $32\frac{1}{2}$

Track crosses to E. of the **Hadzhilar Dere**, and turns NE.

33

Track turns E.

 $33\frac{1}{2}$

Track crosses stream by a bridge.

 $34\frac{1}{4}$

Troyanovo (Keleshöi). Track goes ENE. out of the village.

 $35\frac{3}{4}$

Track crosses to E. of **Tash Tepe Dere** by a bridge, and turns N.

 $36\frac{1}{4}$

Track turns ENE.

38

Track crosses to E. of stream and turns NE.

 $39\frac{1}{2}$ **Krestina.** Track turns E. out of village.

41

An alternative track ENE. to Burgas proceeds as follows :

miles

1

Track crosses to E. of **Aitos Dere** by a bridge.

 $1\frac{1}{4}$

Kayali railway station. Track crosses railway, and continues ENE.

 $5\frac{3}{4}$

Track joins main Burgas road (see Route 118 at mile $56\frac{1}{2}$).

 $15\frac{1}{4}$ **Burgas.**

Track turns ESE.

42

Kayali.

miles	
42 $\frac{1}{2}$	Track crosses to E. of the Aitos Dere by a bridge.
42 $\frac{3}{4}$	Track crosses to E. of railway.
43	Track turns SE.
44	Track crosses the Kavak Dere by a bridge.
49 $\frac{1}{2}$	Track turns ENE.
51	Track joins main Burgas road (see Route 118 at mile 62 $\frac{1}{2}$).
53 $\frac{1}{2}$	Burgas.

ROUTE 120

BURGAS—KARNOBAT—SLIVNO, 66 $\frac{3}{4}$ miles

This is a first-class metalled road, running through easy country, at the foot of the Chatal Balkans. The road, for 51 miles from Burgas, has already been described in Route 118, going from W. to E. A description of the road going from E. to W. is given here for purposes of convenience.

miles	
0	Burgas. Starting from the railway station the road runs N. through the town.
1 $\frac{1}{2}$	Alt. 101 ft. Road inclines NW.
2 $\frac{1}{2}$	Tracks : (i) E. to Atanas Kõi and W. bank of Ladzhansko lagoon, $\frac{1}{2}$ mile. (ii) W. and then NW. to Kayali and Achlare.
8 $\frac{1}{2}$	Track SW. branching at mile $\frac{1}{2}$ as follows : (i) SW. to Chiftlik Has Kõi , 5 miles. (ii) WSW. to Kayali railway station, 4 $\frac{1}{2}$ miles, and Achlare—Yamboli road (see Route 119 under mile 41).
11	Road crosses to NW. of the Kavak Dere by a bridge.
14	Track SW. to Urum Eni Kõi , 2 $\frac{1}{2}$ miles.
14 $\frac{1}{2}$	Road crosses to NW. of stream by a bridge.
14 $\frac{3}{4}$	Alt. 295 ft.
17 $\frac{1}{4}$	Alt. 223 ft.

miles

- 18 $\frac{3}{4}$ **Aitos** town and railway station, alt. 225 ft.
Road to Provadia branches N. (see Route 133 at mile 18 $\frac{3}{4}$).
Branch road SSW. to **Azapli**, 5 miles.
Road crosses to NW. of railway.
- 19 Road crosses to NW. of railway.
- 19 $\frac{1}{2}$ Road turns NW.
- 20 Road crosses to SW. of the **Aitos Dere**, and leaves the river, crossing a low watershed to reach the flat country of the **Asmak Dere** and the **Akmak Dere**.
Alt. 229 ft.
- 20 $\frac{1}{2}$ Alt. 229 ft.
- 26 Alt. 839 ft., summit of watershed.
- 33 **Karnobat**.
Branch road N. and then NE. to **Karnobat** railway station, 1 $\frac{1}{4}$ mile.
- 37 Road crosses to W. of railway, and then to W. of **Asmak Dere** by a stone bridge.
- 41 Track SSE. to **Aladagli** railway station, 2 miles.
- 42 $\frac{1}{4}$ **Straldzha** marsh to S. of road.
- 42 $\frac{1}{2}$ **Aladagli**.
- 46 $\frac{1}{2}$ Alternative road SW. to **Yamboli** via **Straldzha** (see Route 118 under mile 9 $\frac{1}{2}$).
- 46 $\frac{3}{4}$ **Seimen** to S. of road.
Straldzha marsh ends.
- 49 Road crosses to W. of an affluent of the **Marash**.
- 49 $\frac{1}{4}$ Road crosses to W. of the **Marash**.
Branch road from **Straldzha** comes in from SE. (see Route 118 under mile 9 $\frac{1}{2}$).
Branch road N. to **Yamboli-Shumla** road, $\frac{3}{4}$ mile (see Route 126 at mile 16).
- 50 Road to **Yamboli** branches SW. (see Route 118 at mile 15).
Silistra road branches NNE. (see Route 126 at mile 15).
From here to **Slivno** road runs in general WNW. direction, crossing several affluents of the **Akmak Dere** and **Choban Dere**. It runs at the foot of the

miles

hills, and there are numerous vineyards to N. of the road.

53 **Trapoklovo** to N. of road.

54 $\frac{1}{4}$ Track SSE. to **Dragodanovo**, $\frac{3}{4}$ mile, whence track running through marshy country, parallel to main road, to **Esirli**, 2 $\frac{1}{2}$ miles, **Kaloyanovo**, 6 miles, **Kavlakli**, 8 $\frac{1}{2}$ miles, whence NE. and NW. to main road (at miles 61 and 61 $\frac{1}{2}$), 9 miles.

56 Track S. to **Esirli**, $\frac{3}{4}$ mile.

59 $\frac{1}{2}$ Track SE. to **Kaloyanovo**, $\frac{3}{4}$ mile.

61 Track SW. to **Kavlakli**, $\frac{1}{2}$ mile.

61 $\frac{1}{2}$ Track SE. to **Kavlakli**, $\frac{1}{2}$ mile.

62 $\frac{1}{4}$ Road crosses to W. of the **Choban Dere** by bridge.

63 $\frac{3}{4}$ Road crosses to W. of an affluent of the **Choban Dere** by bridge.

65 $\frac{3}{4}$ **Slivno** railway station. Alt. 938 ft. Road joins **Adrianople-Slivno** road (see Route 113 at mile 80 $\frac{1}{2}$).

66 $\frac{3}{4}$ **Slivno**, centre of town, alt. about 950 ft., pop. 25,000. Industrial town, cloth factories. On W. and NW. town extends up on to the hills, which rise sharply to height of 1,100 to 1,650 ft.

ROUTE 121

SLIVNO—BEBROVO—ELENA, 45 miles

Between **Slivno** and **Bebrovo** this route crosses the **Slivno Balkan** and is unfit for wheeled traffic. From **Bebrovo** to **Elena** the road is possible for vehicles, though not good.

miles

0 **Slivno**. Track leaves NW., ascending the valley of the **Arsenios Dere** (**Kurudzha**), crossing and re-crossing the stream.

4 Track crosses to W. bank of the **Arsenios Dere** and turns W., leaving the valley.

miles

- 6 Alt. 2,114 ft., $\frac{1}{4}$ mile to S. of track.
- 10 **Byela.** Coal workings $5\frac{1}{2}$ miles WNW. and $7\frac{1}{2}$ miles WSW. of the village.
Track now turns N. through a wooded gorge and reaches a plateau, alt. 3,507 ft.; whence it ascends to the summit of the Slivno Balkan.
- 19 Summit of watershed, alt. 3,600 ft. Easy descent through wooded country.
- 22 Alt. 2,444 ft. to W. of road.
- 24 $\frac{1}{4}$ **Stara Ryeka** in the valley of an affluent of the Bebrovska.
- 25 $\frac{3}{4}$ From here onwards numerous tracks run to Bebrovo. The track described here proceeds WNW.
- 30 $\frac{3}{4}$ Alt. 1,645 ft.
- 32 $\frac{1}{4}$ Track crosses to N. bank of the **Bebrovska** and turns W.
- 32 $\frac{1}{2}$ **Konstantin.** From here the track becomes a poor road.
- 35 $\frac{1}{2}$ **Bebrovo**, pop. about 1,800.
- Branch road NW., soon becoming a track unfit for vehicles, to the Elena-Zlataritsa road, $11\frac{3}{4}$ miles (see Route 122 under mile $7\frac{3}{4}$).
- From here to Elena the track becomes a road. It leaves Bebrovo SW., crossing to S. bank of the Bebrovska.
- 36 Alt. 1,434 ft.
- 36 $\frac{3}{4}$ Road crosses the **Bryazovitsa**.
- 39 $\frac{1}{4}$ **Maryan.** Road crosses to W. bank of the **Maryanska** in the village.
- 41 $\frac{1}{4}$ **Sendzharli** to S. of road. Road turns NW.
- 45 **Elena.**

ROUTE 122

ELENA—GORNIA OREHOVITSA—POLEKRAISHTA,

27½ miles

WITH BRANCHES TO DZHYULYUNITSA AND TIRNOVO

This route runs N. and NW. as a road suitable for wheeled traffic, but at times little better than a track. It follows down the valley of the Zlatar for $7\frac{3}{4}$ miles, and then turns up the valley of one of its affluents, descends into the Drenska valley, and passes through a fertile country with many vineyards to Gornia Orehovitsa.

miles

- | | |
|----------------|--|
| 0 | Elena. Tirnovo road branches W. (see Route 110). Road turns NE. |
| $2\frac{1}{2}$ | Road crosses to NE. bank of the river Zlatar (Elenska) and turns N. down the valley of the river. |
| $4\frac{1}{4}$ | Alt. 692 ft. |
| $7\frac{3}{4}$ | Road turns W. |

Branch road N. to Dzhyulyunitsa, as follows :

miles

- | | |
|----------------|---|
| 0 | Road branches N. down the valley of the Zlatar . |
| $1\frac{1}{4}$ | Track from Bebrovo comes in from the SE. (see Route 121 under mile $35\frac{1}{2}$). |
| $2\frac{1}{2}$ | Zlataritsa. |

Branch road NW. and W. (third class) to main road, 5 miles (see below at mile $13\frac{3}{4}$).

Road continues N. across the valley of the **Drenska**.

- | | |
|----------------|--|
| $4\frac{1}{2}$ | Road crosses to N. bank of the Drenska, by a bridge, and follows the river NE. |
|----------------|--|

miles	miles	
		Track NW. to Tantur , 1 mile, Dobridol , 4 miles, and the Tirnovo–Eski Dzhumaya road, 5 miles (see Route 123 at mile $9\frac{3}{4}$).
	$6\frac{1}{2}$	Track bends NW., following the course of the river.
	$10\frac{1}{2}$	Dzhulyunitsa on the Tirnovo – Eski Dzhumaya road (see Route 123 at mile $15\frac{1}{2}$). Railway station on the Sofia–Varna railway, $2\frac{3}{4}$ miles N.
		Road turns W. and crosses to W. bank of the Zlatar by a bridge.
$10\frac{3}{4}$		Minde.
		Branch road WNW., third class, in places only a track, to Tirnovo, as follows :
	miles	
	3	Kapinovo. Road crosses to NW. bank of the Drenska on leaving village.
	$5\frac{1}{2}$	Tserova Koriya. Branch road (third class) N. to Dragizhevo , $2\frac{1}{2}$ miles (see below at mile $17\frac{1}{2}$).
	7	Kovanlik.
	$10\frac{1}{2}$	Prisovo. Road joins Elena–Tirnovo road (see Route 110 at mile $58\frac{1}{2}$).
	$14\frac{1}{2}$	Tirnovo.
		Road turns NNW.
$11\frac{1}{2}$		Road crosses to N. bank of the Drenska by a bridge and turns NW. The country is now well cultivated and has numerous gardens and vineyards.
$13\frac{3}{4}$		Road from Zlataritsa comes in from the E. (see above under mile $7\frac{3}{4}$). Alt. 896 ft. to E. of road.
15		Mirdanya.
$17\frac{1}{2}$		Dragizhevo.

miles

Branch roads, third class :

(i) S. to **Tserova Koriya**, $2\frac{1}{2}$ miles (see above under mile $10\frac{3}{4}$).

(ii) S. and then NW. to **Sheremet**, $3\frac{1}{2}$ miles, and **Tirnov**, 6 miles (see Route 123 at mile 3).

Road turns NNW.

19 Road joins Eski Dzhumaya–Tirnov road, and turns E. along this road for $\frac{1}{4}$ mile (see Route 123 at mile 5).

$19\frac{1}{4}$ Road turns NNW., leaving Route 123, and skirting the E. slopes of a hill, alt. 1,440 ft. Lunatic asylum and monastery on slopes of hill. Ruins of a large town in the neighbourhood.

$20\frac{3}{4}$ **Lyeskovets**. Pop. about 7,000. Town surrounded by gardens. Road turns NW.

$22\frac{1}{4}$ **Gornya Orehovitsa**. Pop. about 5,500. Important railway centre. Lines to Varna, Rustchuk, Plevna, and Stara Zagora.

Tirnov–Razgrad road crosses from SSW. to NE. (see Route 124 at mile $3\frac{1}{2}$).

Branch road NNE. (third class) to **Kalatinets**, $1\frac{1}{4}$ mile, where the Rustchuk branch line leaves the Sofia–Varna railway, and crosses to N. of the Yantra.

Road continues NW.

$23\frac{3}{4}$ Branch road NNE. to **Gornya Orehovitsa** junction station, $\frac{1}{4}$ mile, whence crossing to N. of the Yantra by a bridge, to Temnisko, 1 mile (see below at mile $24\frac{1}{2}$).

$24\frac{1}{4}$ Road crosses to N. of the Stara Zagora–Varna railway, and, with the Plevna line, crosses to N. of the Yantra by a bridge.

$24\frac{1}{2}$ **Temnisko**.

Branch roads, third class :

(i) E. to **Tsiganovo**, $1\frac{1}{4}$ mile.

miles

(ii) W. to **Sergyuvets**, 1 mile, and the Tirnovo-Rustchuk road, 2 miles (Route 106).

Road keeps close to, and NE. of, the Plevna railway line.

27½

Polekraishte on Tirnovo-Rustchuk road (see Route 106 at mile 7¾).

ROUTE 123

TIRNOVO—OSMAN BAZAR—SHUMLA, 87½ miles

This is a first-class road, suitable for motor traffic throughout. After leaving at the seventh mile the cultivated area of Tirnovo, it runs close to the Yantra valley to Kesarovo. From thence to Osman Bazar it passes through monotonous though hilly country, dotted with maize-fields, vineyards, and orchards, or small oak-woods. There are numerous small villages, mostly off the road. At Osman Bazar the road joins the Slivno-Shumla road. From Tirnovo to Kozarevets an alternative road is possible via Gornya Orehovitsa (see Route 124).

miles

0 **Tirnovo.** Road leaves S., crossing to S. bank of the **Yantra** by a bridge, and turning E. after leaving the suburbs of Tirnovo.

2 Road now turns ENE.

3 **Sheremet.**

Branch road SE. to **Dragizhevo** (see Route 121 at mile 17½).

The road now follows up the N. bank of an affluent of the Yantra.

4¾

Branch road NNW. to **Lyeskovets** and **Gornya Orehovitsa** (see Route 122 at mile 20¾).

miles

- 5 Road from Elena comes in from the SE. (see Route 122 at mile 19).
- 7 Road now leaves the circle of vineyards and cultivated fields round Tirnovo.
- 9 $\frac{3}{4}$ Track SE., crossing to S. bank of an affluent of the Yantra, to **Dobridol**, 1 mile, and **Zlataritsa**, 7 miles (see Route 122 under mile 7 $\frac{3}{4}$).
- 11 **Kozarevets**. Alternative route from Tirnovo via Gornya Orehovitsa comes in from the W. (see Route 124 under mile 5 $\frac{1}{2}$).
- Road now approaches to within $\frac{1}{2}$ mile of the Sofia-Varna railway line. On leaving the village the road crosses to the E. bank of the affluent of the Yantra by a bridge.
- 13 Road crosses to E. bank of stream by a bridge, and turns SE. away from the railway.
- 15 $\frac{1}{2}$ **Dzhyulyunitsa**.

Branch roads :

(i) SSE. down the valleys of the Dzhyulyunitsa and Drenska to **Zlataritsa** (see Route 122 under mile 7 $\frac{3}{4}$).

(ii) NW., and after leaving the railway line, E. to Dzhyulyunitsa railway station, 2 $\frac{3}{4}$ miles.

Road turns N. in the village, crosses to E. bank of the **Dzhyulyunitsa**, and turns NE. There is a brick-field immediately to E. of the road after the river is crossed.

- 17 $\frac{1}{2}$ Road turns E.
- 18 $\frac{3}{4}$ Road touches the S. bank of the **Kara Dere**, which is here very winding.
- 19 $\frac{3}{4}$ **Kesarovo** to S. of road. Road crosses to E. bank of the Kara Dere by a bridge.
- 21 $\frac{1}{4}$ Track NE. to **Klimentinovo** (Yusufani), 1 $\frac{1}{2}$ mile, whence N. to **Yuryuklyar**, 2 $\frac{1}{2}$ miles, and, turning NW.,

miles

- to Strazhitsa (Kadiköi) railway station on S. bank, and village on N. bank, of the Buyuk Dere, $5\frac{1}{4}$ miles (see Route 124 under mile $21\frac{1}{4}$).
- 23 $\frac{1}{4}$ Alt. 1,161 ft. to N. of road.
- 27 **Dzhumaliköi** to S. of road.
- 31 **Yailaköi** to S. of road.
- 32 Alt. 1,688 ft. 1 mile to N. of road.
- 33 **Revish** (Erevish) to S. of road.
- 34 $\frac{3}{4}$ Road turns SE.
- 35 $\frac{1}{4}$ **Duvanlar** to E. of road.
- 37 $\frac{1}{4}$ Alt. 1,607 ft. immediately to E. of road.
- 39 $\frac{3}{4}$ **Keshkechelar**.
- 41 $\frac{3}{4}$ **Hasanfaki**. Centre of very fertile and productive valley.
- Road turns E., crossing low hills.
- 46 $\frac{1}{2}$ Road joins Slivno-Shumla road, $\frac{3}{4}$ mile N. of **Osman Bazar**.
- From here to Shumla see Route 125 between miles 44 $\frac{1}{2}$ and 86 $\frac{1}{4}$.
- 87 $\frac{1}{2}$ **Shumla**.

ROUTE 124

TIRNOVO—RAZGRAD, 60 $\frac{1}{2}$ miles

WITH BRANCH TO RUSTCHUK

A second-class road over hilly country reaching no great height. Except under most favourable conditions of weather it would not take motor traffic.

miles

- 0 **Tirnov**. Road leaves from NE. end of town, crossing to N. bank of the **Yantra** by a bridge. General direction NE.
- Road immediately crosses the main ridge of the **Tirnovska Planina** (alt. 1,340 ft., $1\frac{1}{2}$ mile E. of the road).

miles

1 $\frac{1}{4}$ **Arbanas** (pop. about 800), E. of road, on slopes of the ridge. This village was settled in the seventeenth century by a number of wealthy Greeks and Roumanians, and names of prominent Greek and Roumanian families are still found here.

3 $\frac{1}{2}$ **Gornya Orehovitsa.**

Nova Zagora-Polekraishte road crosses from SE. to NW. (see Route 122 at mile 22 $\frac{1}{4}$). Gornya Orehovitsa railway junction station is E. of this road, 1 $\frac{1}{2}$ mile NE. of the town.

Road leaves NE.

5 $\frac{1}{2}$ Road crosses to N. of the Sofia-Varna railway.

Branch road E. to **Kozarevets**, 5 $\frac{1}{2}$ miles (see Route 123 under mile 11).

6 $\frac{3}{4}$ Road crosses to N. bank of the Yantra by a bridge, and cuts off a large bend in the river, which flows round the **Tashli Bair**.

Dolnya Orehovitsa, pop. about 3,000.

Road turns N. from NE. end of town. Tirnovo-Rustchuk railway 3-4 miles W. of the road for the next 4 miles.

8 $\frac{1}{4}$ Alt. 577 ft. to E. of road (highest point of the Tashli Bair).

11 Road crosses to N. bank of the Yantra.

Draganovo. Road turns NE.

16 $\frac{1}{2}$ **Sushitsa.** The road now follows down the **Shipa** for 5 miles.

19 $\frac{1}{2}$ Road crosses to N. bank of the Shipa by a bridge.

21 $\frac{1}{4}$ Track S., crossing to S. bank of Shipa after $\frac{1}{2}$ mile, and turning SE. and then S. to **Kralbunar**, 3 $\frac{1}{4}$ miles; whence to **Strazhitsa** (Kadiköi) on the Buyuk Dere, 6 $\frac{1}{2}$ miles. From here a road crosses the **Buyuk Dere** by a wooden bridge and runs SW. to Strazhitsa railway station, 1 $\frac{1}{4}$ mile (see Route 123 under mile 21 $\frac{1}{4}$).

miles

Road crosses to E. bank of the Shipa and of an affluent. The road now runs $\frac{1}{2}$ mile E. of the river, from which it is separated by a ridge. The village of **Senovets** (Gorski) is E. of the road.

23 $\frac{1}{4}$ Alt. 1,073 ft. to E. of road.

24 $\frac{1}{4}$ **Chairkői.** Road leaves E.

27 $\frac{1}{4}$ Track S. down affluent of the Kayadzhik to **Nikolaevo** (Yuryuklyar), $1\frac{1}{2}$ mile, whence SE. to **Asenovo** (Kilichlar) village, 4 miles, and railway station, 7 miles.

Road crosses to E. bank of an affluent of the Kayadzhik.

27 $\frac{3}{4}$ Road crosses to N. bank of the **Kayadzhik**, which it follows for $2\frac{1}{2}$ miles.

30 $\frac{1}{4}$ Road turns N., leaving the stream.

31 $\frac{1}{4}$ **Voditsa.** Road turns ENE.

33 $\frac{3}{4}$ Road crosses to E. bank of the **Erek Dere**, which it follows more or less closely to its junction with the Kara Lom.

34 **Kovachovits.** Road turns ESE.

37 $\frac{1}{2}$ Track S. to **Baldzhi Omur**, 2 miles, and **Borisovo** (Karaagachkői) village and railway station, $4\frac{1}{2}$ miles.

40 $\frac{1}{2}$ **Popovo** (Popkői). Branch roads :

(i) SE., crossing to S. bank of the Erek Dere by a bridge, to Popovo railway station, 1 mile.

(ii) NW., becoming a track after 11 miles, to Rustchuk, as follows :

miles

2 $\frac{1}{2}$ Alt. 994 ft. to W. of road.

4 $\frac{1}{2}$ **Gagovo.** The road now approaches the Kara (Cherni) Lom, which it follows closely.

7 $\frac{3}{4}$ **Opaka** to W. of road. A track, crossing to E. bank of the Lom by a wooden bridge, leads to an alternative track (poor) down the E. bank of the Lom to Ostritsa.

11 **Krepcha** $\frac{1}{2}$ mile to SW. of road. Road

miles	miles	
		crosses to N. bank of the Bashbunar Dere by a bridge and becomes a track.
	21	Ostritsa. Brick-kilns NW. of town. Valley narrows.
	23	Track crosses to W. bank of the Banitski Lom by a bridge just S. of its junction with the Cherni Lom. Shirokovo. From here to Rustchuk the Lom passes through a winding defile. The Rustchuk track now leaves the river and turns W. across some moderately wooded hills.
	23 $\frac{3}{4}$	Track turns NNE.
	24 $\frac{1}{4}$	Track turns NNW. and then NW.
	28 $\frac{1}{4}$	Track crosses to W. of Tirново—Rustchuk railway line.
	28 $\frac{1}{2}$	Dvye Mogili. Railway station 1 mile SSW. of the town. Three tracks lead from here to the Tirново—Rustchuk road. The most direct leads N. from the church, turns NW. after a few hundred yards, passes close to the summit of a hill (alt. 866 ft.), on the NW. side of which there are vineyards, and then keeps N.
	31 $\frac{1}{4}$	Track joins Tirново—Rustchuk road (Route 107). Rustchuk.

Road turns NE., keeping about a mile to N. of the Ereĳ Dere.

43 $\frac{3}{4}$ **Haidarköi.**

Alternative tracks :

(i) N., and after crossing to NE. bank of the Cherni Lom by a bridge, NE. to main road, 4 $\frac{1}{4}$ miles (see below at mile 48 $\frac{1}{4}$).

miles

(ii) S., and after crossing to S. bank of the Chern . Lom, NE. to main road at the E. end of the bridge across the Lom.

Road turns E.

44 $\frac{1}{2}$ Road crosses to E. bank of the **Cherni Lom** by a wooden bridge, and turns N. General direction NE.

46 $\frac{1}{2}$ **Drinovo** (Bashlar) $\frac{3}{4}$ mile to S. of road.

48 $\frac{1}{4}$ Alternative track (i), under mile 43 $\frac{3}{4}$ above, from Haidarköi comes in from the NE.

49 $\frac{1}{4}$ **Spahlari**. Branch track N. and then NW. down the valley of the **Umurski Lom** to **Sadina**, 5 miles, and **Omur Bey**, 9 $\frac{1}{4}$ miles; whence N., leaving the river to **Torlaki**, 14 $\frac{1}{2}$ miles, in the Razgrad-Rustchuk road (see Route 128 at mile 49 $\frac{3}{4}$).

49 $\frac{3}{4}$ Road crosses to E. bank of the Umurski Lom by a bridge.

52 $\frac{3}{4}$ **Kizilmurad** (Battenberg).

54 $\frac{3}{4}$ Road crosses to E. bank of the **Dormish Dere**.

56 Alt. 1,296 ft. immediately to NW. of road.

59 Alt. 1,099 ft. to N. of road.

60 $\frac{1}{2}$ **Razgrad**.

ROUTE 125

SLIVNO—ESKI DZHUMAYA—SHUMLA, 86 $\frac{1}{4}$ miles

This is a first-class road after mile 18. It passes through mountainous country, reaching an altitude of about 2,000 ft. The road crosses the Balkan mass, ascending the E. end of the Slivenska Planina, and N. of these, the Kotlenska Planina. The road starts ENE., and keeps a general NE. direction until it joins the road from Yamboli to Shumla via Gradets (see Route 126 under mile 22). The first 4 miles are through vineyard country.

miles

- 0 **Slivno.** Road leaves NE. end of town in ENE. direction, ascending.
- 4 Road leaves the vineyard slopes and climbs, with many curves, the watershed running E. to W. between the plain of the Tunja and the river Deli Kamchik, keeping on the heights to the W. of the Chobanov Dol.
- 8 $\frac{1}{2}$ Summit of watershed. Alt. 2,962 ft. to N. of road.
- 11 Road crosses to N. bank of the **Deli Kamchik** (Luda Kamchik).
- 11 $\frac{1}{2}$ **Ichira.** Road follows the Deli Kamchik for 1 mile and then turns up through vineyards, across a hill separating the river from one of its affluents.
- Track ENE., keeping close to the river to Gradets, 5 $\frac{3}{4}$ miles (see Route 126 under mile 22).
- 14 $\frac{1}{4}$ Road crosses to N. bank of an affluent of the Deli Kamchik, and ascends over the hill.
- 15 $\frac{3}{4}$ **Katunitsa.** Road crosses to N. bank of affluent of the Deli Kamchik, and turns N.
- 18 Road crosses to E. bank of the **Kotlesnitsa**, up the valley of which it runs to Kotel.
- Branch road from Yamboli-Shumla road comes in from the SE. (see Route 126 under mile 22).
- Road turns NNW. up the river valley.
- 18 $\frac{3}{4}$ Vineyard on hill-side E. of road.
- 20 Road crosses to W. bank of the Kotlesnitsa.
- 20 $\frac{1}{2}$ Road crosses to E. bank of the Kotlesnitsa.
- 23 $\frac{1}{4}$ **Kotel** (Kavan), pop. about 5,500. Houses mostly wooden, with overhanging upper story. Situated in a hollow at the confluence of two affluents with the Kotlesnitsa. There are a number of natural caves and stalactite grottoes in the surrounding mountains. The road now crosses the watershed of the Kotlenska

miles

Planina, between the affluents of the Deli and the Buyuk Kamchik, by the Kotel Pass.

26 Summit of pass. Alt. 1,197 ft. to W. of road, alt. 3,458 ft. $3\frac{1}{2}$ miles E. of road, and 3,373 ft. $4\frac{1}{2}$ miles W. of road.

30 $\frac{3}{4}$ Road descends to the level of the **Buyuk Kamchik** by an extremely sharp and steep zigzag.

32 **Tiche** (Chitaki). Wooden houses as at Kotel.

Road crosses to N. bank of the Buyuk Kamchik.

From here to Dervent the road runs through a plateau undulating and wooded, but without any remarkable features. Numerous small streams are crossed by bridges or culverts. General direction N.

37 $\frac{1}{4}$ Alt. 2,113 ft. on W. of road.

38 $\frac{3}{4}$ **Eshileva** $\frac{1}{2}$ mile to SW. of road.

42 $\frac{1}{2}$ Road skirts E. sides of hill, alt. 2,060 ft.

44 $\frac{1}{2}$ **Osman Bazar**, pop. about 3,700 (many Turks).

Track SE. to Yamboli-Shumla road (see Route 127).

45 $\frac{1}{4}$ Tirnovo-Shumla road joins from the W. (see Route 123 at mile 46 $\frac{1}{2}$).

Road turns NE. and keeps a general NE. direction to Eski Dzhumaya.

48 $\frac{1}{2}$ Alt. 1,548 ft. immediately to S. of road.

48 $\frac{3}{4}$ **Karachulfalar** on W. of road.

51 $\frac{3}{4}$ Road crosses to E. bank of an affluent of the Vrana by a bridge. **Dervent**.

Branch road (third class) SE. to **Vardum**, 3 $\frac{1}{4}$ miles.

Road now enters the Dervent Pass through the W. spur of the Dervent Balkan. The pass is a narrow and deep gorge formed by an affluent of the Vrana, which joins the latter river at Eski Dzhumaya. The road crosses the stream by bridges twice during the pass. The hills rise to the E. of the gorge to 2,198 ft.

End of gorge.

miles

57 Road crosses to W. bank of affluent of the Vrana by a bridge. **Razboina** to S. of road.

59 **Eski Dzhumaya**, pop. about 8,000 (many Turks). Large fair held here annually, May 4–18.

Railway station on Stara Zagora–Varna line $\frac{1}{4}$ mile N. of the town.

Branch roads :

(i) N. to Razgrad (see Route 128).

(ii) SW. up the Vrana to **Chikendin**, 5 miles.

From **Eski Dzhumaya** to **Shumla** the road passes through wooded and undulating country, somewhat sparsely inhabited. The road leaves NE., keeping close to and S. of the Vrana.

61 $\frac{1}{4}$ Road crosses to NE. of railway.

63 Alt. 771 ft. to S. of road.

63 $\frac{1}{2}$ **Karakishli** to N. of road..

Road crosses to NE. bank of the **Vrana**.

65 $\frac{1}{2}$ Track N. to **Alvano**, $\frac{1}{4}$ mile, and **Naschiköi**, 3 $\frac{1}{4}$ miles.

67 $\frac{3}{4}$ **Boullar** (Buhlar) to S. of road.

71 $\frac{3}{4}$ Road skirts NE. and N. sides of hill, alt. 1,630 ft. The road now follows up the **Chilandzhi Dere** for 7 $\frac{1}{2}$ miles, until this stream turns N. General direction of road gradually bears E.

75 $\frac{1}{2}$ Road crosses to S. bank of the **Chilandzhi Dere**.

78 $\frac{1}{4}$ Track S. to **Gradishte**, $\frac{1}{2}$ mile, on slope of hill, alt. 1,407 ft.

79 $\frac{3}{4}$ Alt. 889 ft. immediately to N. of road.

80 $\frac{3}{4}$ Road joins **Shumla–Rustchuk** road (see Route 129 at mile 5 $\frac{1}{2}$) and turns SE.-

81 $\frac{1}{4}$ Road crosses to S. bank of two affluents of the **Stradzha Dere**.

83 Road crosses to S. bank of the **Stradzha Dere**.

83 $\frac{3}{4}$ **Silistra** road comes in from the N. (see Route 141 under mile 2 $\frac{1}{2}$).

miles	Road turns S.
85½	Branch road ENE. to Novi Bazar-Silistra road (see Route 137 under mile 40¼).
86¼	Shumla.

ROUTE 126

YAMBOLI—PRESLAV—SHUMLA, 84¾ miles

The road crosses the E. Balkans. It has a fair surface and gradients. After mile 22 it is not fit for heavy motor transport. The best route would be to take the branch road from mile 22 to the Slivno-Shumla road (Route 125).

There are passes at miles 22½, 35½, and 65¼. For the first 15 miles the route follows the main Yamboli-Burgas road.

miles	
0	Yamboli. For the first 15 miles see Route 118.
15	Main road continues N. Yamboli-Burgas road branches E. (see Route 118).
16	Marash. Branch road from Burgas-Slivno road comes in from the SSE. (see Route 118 at mile 15½, and Route 120 at mile 49¼).
18	Road ascends the valley of the Marash. Road crosses to N. of the Marash.
18½	Alt. 666 ft.
22	Branch road (believed to be metalled) W. to Slivno-Shumla road :
miles	
1½	Novoselo. Road turns NW.
4	Hills (1) on W. alt. 3,309 ft. ; (2) on E. alt. 2,072 ft.

miles	miles	
	7 $\frac{1}{2}$	Road crosses to N. of river Deli Kamchik (Luda Kamchik). Gradets WSW. of road.
	7 $\frac{3}{4}$	Road crosses to N. of an affluent of the Kamchik .
	8 $\frac{3}{4}$	Road turns NW. Branch road from mile 25 $\frac{1}{2}$ joins here.
	10 $\frac{3}{4}$	Road joins Slivno-Shumla road (see Route 125 at mile 18).
		Road crosses to N. of a branch of the Asmak Dere .
22 $\frac{1}{2}$		Road crosses to N. of another branch of the Asmak Dere . Mokreni (Kepekli). Road runs NW. and climbs into the Chatal Balkans, through the Mokrenski Prohod (pass).
25 $\frac{1}{4}$		Hill on E., $\frac{1}{4}$ mile, alt. 1,771 ft.
25 $\frac{1}{2}$		Branch road NW. to Slivno-Eski Dzhumaya road, joining branch road from mile 22 at mile 8 $\frac{3}{4}$. Total distance to Slivno road 11 miles. Road descends into valley of Kamchik .
28 $\frac{3}{4}$		Road enters valley of the Deli Kamchik , which it follows for 3 $\frac{1}{4}$ miles.
30 $\frac{1}{2}$		Road turns WNW., following the Kamchik . Isupli village.
31 $\frac{1}{2}$		Road crosses to W. of the Kamchik by a bridge, and turns NE.
32		Road leaves river and turns NNW., and begins to climb the Kotlenska Planina , which it crosses by the Vrbitsa Pass .
35 $\frac{1}{2}$		Road enters Vrbitsa pass, and follows it with many windings.
37 $\frac{1}{2}$		Summit 1 $\frac{1}{4}$ mile E., alt. 2,920 ft.
38		Watershed.
39 $\frac{1}{2}$		Hill 1 $\frac{1}{4}$ mile W., alt. 2,982 ft.
41		Road begins to descend, with many windings.

miles

- 47 Road enters valley of an affluent of the Buyuk Kamchik.
- 50 **Vrbitsa**, at end of pass. Road crosses to W. of an affluent of the Kamchik.
- 50 $\frac{1}{4}$ Road turns NW.
- 51 $\frac{3}{4}$ Road crosses to N. of a stream and turns WNW.
- 53 $\frac{1}{2}$ Road crosses to N. of the **Buyuk Kamchik** and turns NE.
- 54 Track from Osman Bazar comes in from NW. (see Route 127 at mile 13).
- 56 $\frac{1}{4}$ Road crosses to N. of a stream.
- 56 $\frac{3}{4}$ **Beilirli** (Bekirlie).
- 57 $\frac{1}{2}$ Road crosses to N. of large stream.
- 59 $\frac{3}{4}$ Alt. 1,099 ft. immediately to S. of road.
- 60 $\frac{3}{4}$ Road crosses to N. of an affluent of the Buyuk Kamchik, and turns E. down it.
- 61 $\frac{1}{4}$ **Haivan** (Ivanovo). Alternative track N. over the Dervent Balkans to Preslav (formerly the main road), 10 $\frac{1}{2}$ miles.
- 64 **Kara Demir** (Kara Deliköi). Road turns N.
- 65 $\frac{1}{4}$ Alt. 433 ft. Road crosses to N. of an affluent of the Kamchik, close to which it runs through defile in the Dervent Balkans. Alt. to E. 2,414 ft., to W. 2,237 ft.
- 71 $\frac{3}{4}$ End of defile. Road leaves the Kamchik.
- 73 **Preslav** (Eski Stambul). Pop. approximately 3,500. Ancient capital of the mediaeval Bulgarian Empire. Massive ruins.
- Road turns E. out of Preslav, and then NE.
- 74 Road approaches the Buyuk Kamchik, which it follows to Preslav railway station.
- 78 $\frac{1}{4}$ Road crosses to N. of the **Vrana**.
- 78 $\frac{1}{2}$ Preslav railway station, on Sofia-Varna railway. Road crosses to N. of railway, and leaves the Kamchik. Road keeps 1 to 1 $\frac{1}{2}$ mile W. of railway as far as Shumla.
- 81 $\frac{1}{2}$ **Divdyedovo** (Chengel).

miles	
83 $\frac{1}{2}$	Road joins Burgas-Shumla road (see Route 136 at mile 74).
84 $\frac{1}{4}$	Road turns W.
84 $\frac{3}{4}$	Shumla.

ROUTE 127

OSMAN BAZAR—KÖPEKKÖI, 13 miles

This is an important track connecting the Slivno-Shumla and Yamboli-Shumla roads (see Routes 125, 126). It passes through fertile and well-inhabited country.

miles	
0	Osman Bazar. Track leaves SE. (see Route 125 at mile 44 $\frac{1}{2}$).
$\frac{3}{4}$	Track turns E. and ascends. Branch track SE. to Kaleidzhiler , 1 $\frac{1}{2}$ mile.
2 $\frac{1}{4}$	Track turns NE. Branch track ESE. to Karabashköi , 2 miles.
3 $\frac{1}{4}$	Track turns ESE.
4 $\frac{3}{4}$	Ifraz Ketchiler.
	Branch tracks : (i) NNE. to Vardum , 3 miles. (ii) S. to Has Ketchiler , 1 mile.
	Track continues ESE.
5 $\frac{1}{2}$	Track turns SE.
6 $\frac{1}{2}$	Track descends.
8	Tekeler , $\frac{1}{2}$ mile S.
10	Sarsanli. Branch track S. to Karaatlar , 3 miles. Track continues ESE.
12 $\frac{1}{2}$	Köpekköi.
13	Track joins Yamboli-Shumla road (see Route 126 at mile 54).

ROUTE 128

ESKI DZHUMAYA—RUSTCHUK, $74\frac{1}{2}$ miles

A first-class road, through undulating and comparatively well-wooded country.

miles

0	Eski Dzhumaya. Road leaves N.
$\frac{1}{2}$	Road crosses to N. bank of the river Vrana by a bridge.
$\frac{3}{4}$	Road crosses to N. of Stara Zagora-Varna railway. Eski Dzhumaya railway station to E. of road.
$2\frac{3}{4}$	Road crosses to N. bank of two affluents of the Vrana by a bridge.
3	Dautlar to E. of road.
$4\frac{1}{2}$	Road crosses to N. bank of the Ashir Dere by a bridge.
$5\frac{1}{2}$	Ailidin to E. of road.
$6\frac{1}{2}$	Road crosses to N. bank of the Kirezbunar Dere by a bridge, just E. of the junction between this stream and the Beshbunar Dere. The road now follows up the Beshbunar Dere in a NNW. direction, for 3 miles.
$8\frac{1}{2}$	Alt. 909 ft. 1 mile to E. of road.
$9\frac{1}{2}$	Chukurovo.
$10\frac{1}{4}$	Road turns NE. and ascends, skirting the E. slopes of a hill, alt. 1,430 ft.
$12\frac{1}{2}$	Road turns NNW.
$13\frac{1}{4}$	Teke Mahale on W. of road.
$13\frac{1}{2}$	Road crosses to N. bank of the Byeli Lom (Ak Lom), $2\frac{1}{2}$ miles W. of its source, by a bridge.
$17\frac{1}{2}$	Alt. 1,483 ft. immediately to W. of road.
$21\frac{3}{4}$	Road joins Shumla-Rustchuk road and turns W. (see Route 129 at mile $30\frac{3}{4}$).
$22\frac{3}{4}$	Razgrad.

miles

Branch roads :

(i) N. to Razgrad railway station, 3 miles.

(ii) SW., from W. end of town, to Tirnovo (see Route 124 at mile 60).

For the next 7 miles the road crosses numerous affluents of the Byeli Lom by bridges.

34 $\frac{3}{4}$ **Hasanlar.**35 $\frac{3}{4}$

Road crosses to W. bank of the Byeli Lom by a bridge.

36 $\frac{3}{4}$

Road crosses to W. bank of the Byeli Lom by a bridge.

39 $\frac{1}{4}$ **Hyusenche.**42 $\frac{3}{4}$ Track SW. to **Ezerche**, 1 $\frac{1}{2}$ mile.49 $\frac{3}{4}$ **Torlaki.**

Track from Spahlari comes in from the S. (see Route 124 under mile 49 $\frac{1}{4}$).

From here to Bizin the road passes through the Chinar Orman, i.e. forest of plane trees.

51 $\frac{1}{4}$

Alt. 580 ft.

56 $\frac{1}{4}$ Road crosses to N. bank of the Byeli Lom by a bridge. **Pisanets** on N. of road.63 $\frac{1}{4}$ **Bizin** on E. of road.Track SW. to **Shtriklevo**, 3 miles.68 $\frac{1}{4}$ Track ENE. to **Chervenavoda** railway station, 4 miles.70 $\frac{1}{4}$ Track SW. to **Basarbov**, 3 miles.71 $\frac{3}{4}$

Road goes between vineyards from here to Rustchuk.

72 $\frac{1}{2}$

Alt. 539 ft. on SW. of road.

73 $\frac{1}{2}$ **Nova Mahala** railway station on the Sofia-Rustchuk line. Road crosses to N. of railway.74 $\frac{1}{2}$ **Rustchuk.** Situated on the Danube bank just NE. of the point where it receives the Kara Lom. Vineyards to E. and SE. of the town. Railway station on

miles

the Danube bank $1\frac{1}{4}$ mile NE. of the town. Railway to Varna via Shumla and to Sofia via Tirnovo.

The Danube is 770 yards wide opposite Rustchuk. NE. of the town, on the Roumanian bank, is Giurgiu, with railway line to Bucharest and Videle (Blejești).

ROUTE 129

SHUMLA—RAZGRAD $31\frac{3}{4}$ miles

A first-class road, through comparatively easy country. A telegraph line follows the road. The railway line to Rustchuk keeps from 6 to 3 miles NE. of the road. The Silistra road is followed for the first $2\frac{1}{2}$ miles, and the Eski Dzhumaya road for the first $5\frac{1}{2}$ miles.

miles

0	Shumla. Road leaves N.
$\frac{3}{4}$	Branch road WNW. to Novi Pazar—Silistra road (see Route 137 under mile $40\frac{1}{4}$).
$2\frac{1}{2}$	Silistra road branches NE. (see Route 141 at mile $2\frac{1}{2}$).
	Road turns NW., following the telegraph lines.
$3\frac{1}{4}$	Road crosses to N. bank of the Stradzha Dere.
5	Road crosses to N. bank of two affluents of the Stradzha Dere.
$5\frac{1}{2}$	Slivno road and telegraph line branch W. (see Route 125 at mile $80\frac{3}{4}$).
$8\frac{1}{2}$	Dereköi , on E. of road, alt. 420 ft.
$9\frac{1}{2}$	Road crosses to W. bank of stream by a bridge.
$12\frac{1}{4}$	Track ENE. to Keseler , $\frac{1}{2}$ mile.
13	Track SSW. to Yeni Mahala , 1 mile, and Muradalar , $1\frac{1}{2}$ mile.
$15\frac{1}{2}$	Track N. to Kashiklar , $1\frac{1}{2}$ mile.
$16\frac{1}{4}$	Track NW. to Duranköi , $1\frac{1}{4}$ mile.

miles

- Road follows down N. bank of an affluent of the Byeli Lom.
- 19 $\frac{1}{4}$ Track W., crossing to W. bank of **Byeli Lom** by a bridge, 1 mile, to **Yutyukler**, 2 miles.
- Road follows down E. bank of the Byeli Lom.
- 19 $\frac{1}{2}$ Track N. to **Karagöz**, 2 miles.
- 22 $\frac{1}{4}$ Track WNW. to **Tashkõi** (Tahchi), $\frac{1}{2}$ mile.
- 22 $\frac{3}{4}$ Alt. 665 ft.
- 23 $\frac{1}{4}$ Road crosses to N. bank of an affluent of the Byeli Lom by a bridge.
- 23 $\frac{1}{2}$ Track NNE. to **Demirdzhiler**, 2 $\frac{1}{2}$ miles, whence E. to **Ashiklar** railway station, 4 $\frac{1}{2}$ miles.
- 26 $\frac{3}{4}$ **Kabakulak** on S. of road.
- 29 $\frac{3}{4}$ Road crosses to W. bank of the Byeli Lom.
- 30 $\frac{1}{4}$ Track from Silistra comes in from ENE. (see Route 142 at mile 1 $\frac{1}{2}$).
- 30 $\frac{3}{4}$ Road from Eski Dzhumaya comes in from the S. (see Route 128 at mile 21 $\frac{3}{4}$).
- 31 $\frac{3}{4}$ **Razgrad**.

ROUTE 130

KIRK KILISSE (LOZEN GRAD)—FAKIYA, 37 $\frac{1}{2}$ miles

VIA ELMADZHIK

This is a very unpromising route over the W. Istranja hills, never, within Turkish territory, better than a track. Bulgarian divisions used this and Route 131 in 1912, coming from N.

miles

- 0 **Kirk Kilisse**. Track leaves N., keeping one track between it and the telegraph wires, which are to W.
- 3 **Karakoch**. Track bends NW. for $\frac{1}{4}$ mile, then N.
- 4 Track bends NW. and gradually W.

miles	
5 $\frac{1}{4}$	Track bends NNW., and approaches to within $\frac{1}{4}$ mile of telegraph wires, no track here intervening.
13	Elmadzhik. Track leaves N.
15	Track continues with many windings. General direction N.
18 $\frac{1}{4}$	Track divides, both subdivisions gradually turning NE. to Kovchas.
20 $\frac{3}{4}$	Kovchas. Track leaves WNW. turning NW. after $\frac{3}{4}$ mile, then NNE. and NNW. after another $\frac{3}{4}$ mile. To Fakiya the hills are steep. Track passes through wooded and sparsely inhabited region, keeping generally to high ground.
27 $\frac{1}{4}$	Branch track W. to Topchular , 1 mile. Track turns N.
28 $\frac{1}{4}$	Alt. 1,876 ft. General direction NNW. to Fakiya. Track becomes less wooded.
30 $\frac{1}{2}$	Branch track SW. to Gorni Almali , 1 $\frac{3}{4}$ mile. Track turns NNW.
32 $\frac{3}{4}$	Dolni Almali. Road crosses to W. of the Almali Dere . Track turns NNW. and bifurcates, rejoining after 2 $\frac{1}{2}$ miles. The E. track is the better.
37 $\frac{1}{2}$	Fakiya.

ROUTE 131

KIRK KILISSE—BURGAS, 74 $\frac{1}{2}$ miles

VIA MALKO TIRNOVO AND URUM KÖI

A metalled road, 30 ft. wide, as far as Malko Tirnovó, and reported to have been much improved by the Bulgarians in their own territory. The road passes over the W. Istranja.

miles	
0	Kirk Kilisse. Leaving railway station road runs NE. through town and vineyards for 2 $\frac{3}{4}$ miles.
3	Road crosses to NE. bank of a stream and turns ESE.

miles

- 4 $\frac{1}{2}$ Road crosses to E. bank of the **Sheitan Dere** by bridge of stone with 60-foot arch. From here to mile 15 $\frac{1}{2}$ the country is covered with oak scrub.
- 5 Road turns N. and runs NNE., with many curves.
- 6 $\frac{1}{2}$ Vineyard on W. of road.
- 7 $\frac{1}{2}$ **Demirji Han.**
- 11 $\frac{3}{4}$ **Kuruköi** to E. of road.
- 15 $\frac{1}{2}$ Alt. 1,969 ft. Road now descends into thickly wooded valley of the **Pirogu**.
- 17 $\frac{1}{2}$ Road crosses to N. bank of the **Pirogu** by bridge.
- Dereköi**, alt. 1,474 ft. Road now ascends through country of thick beech-woods.
- 22 $\frac{3}{4}$ Alt. 2,297 ft.
- 24 $\frac{1}{2}$ Frontier.
- 28 **Malko Tirnovo** (Tirnovadzhik), alt. 1,312 ft., pop. about 6,000. In a basin surrounded by steep, stony, and bare hills.
- From here to Burgas there is a choice of numerous tracks, all of them poor. The track described is that via Urum Köi. It is not the most direct according to 'crow-fly' distance, but it was used by Bulgarian infantry and artillery in 1912, and the Bulgarians would seem to have bestowed considerable attention upon it.
- The track leaves Malko Tirnovo in a NNW. direction.
- 29 $\frac{1}{2}$ Track crosses to NW. of stream and turns NW.
- 31 $\frac{1}{4}$ Track crosses to NW. of stream and follows it down for 1 $\frac{1}{4}$ mile.
- 32 $\frac{1}{2}$ Track crosses to NW. of the **Ai Dere**.
- 32 $\frac{3}{4}$ Track turns W.
- 33 $\frac{1}{4}$ Track turns NW.
- 33 $\frac{3}{4}$ Track turns WSW.
- 34 Track turns N. and then NNE.
- 34 $\frac{1}{2}$ Track turns sharply NW.

miles

- 34 $\frac{3}{4}$ **Sarmashik** 1 mile W. of road. No track marked to it on Bulgarian 1 : 40,000 map.
- 35 $\frac{1}{4}$ Track inclines N.
- 36 Track turns sharply SW. and then NNW.
- 36 $\frac{1}{2}$ Track bifurcates between here and **Gök Tepe**. Both tracks have general NNW. direction. The better track is probably the more W. of the two.
- 38 Track turns W., then N., and then NE. Track crosses to N. of river **Golema**.
- 39 $\frac{1}{4}$ Track turns SW.
- 39 $\frac{1}{2}$ Track turns NNW.
- 40 **Gök Tepe**, alt. 1,246 ft. Track runs NNE. from village.
- 41 $\frac{1}{4}$ Alt. 918 ft. Track turns NE.
- 41 $\frac{3}{4}$ Track turns N., then W., then NNE.
- 42 $\frac{1}{2}$ Alternative track to **Kairak Köi** via **Konak** runs NNE., 9 $\frac{1}{2}$ miles.
- Track turns WNW.
- 42 $\frac{3}{4}$ Track crosses stream and follows it up for 2 $\frac{1}{4}$ miles.
- 45 Track turns NW. away from stream.
- 48 $\frac{1}{4}$ Alt. 984 ft.
- 50 Track turns ENE.
- 51 $\frac{1}{2}$ **Urum Köi**. Track runs NNE. from the village. River **Kainardzha** $\frac{1}{2}$ to 1 mile distant to the E.
- 53 $\frac{1}{2}$ Alt. 984 ft. General direction NE.
- 55 $\frac{3}{4}$ Road enters valley of the **Gradska** and follows it for 1 mile.
- 56 $\frac{3}{4}$ Road crosses stream. **Kairak Köi**. Road leaves village in a NNE. direction.
- Alternative track from mile 42 $\frac{1}{2}$ comes in here.
- 58 $\frac{1}{2}$ Alt. 656 ft
- General direction N.
- 61 $\frac{1}{2}$ Road crosses to N. of an affluent of the **Kainardzha**, close to its junction with the **Kainardzha**.
- 65 $\frac{1}{2}$ Road crosses to NE. of stream, and turns N.
- 69 Branch road SW. to **Skef**, 5 miles.

miles	
69½	Branch road SE. along the coast to Sozopol . Road crosses to NW. of outlet of Ezero (i.e. lake) Korfe (Mandra) lagoon by a stone bridge.
70	Road crosses to N. of stream by a stone bridge.
72½	Road from Fakiya comes in from the SW. (see Route 117 at mile 99¾). Road runs between lagoon on N. and marshy ground to the sea on S.
74½	Burgas.

ROUTE 132

BURGAS—SOZOPOL, 19 miles

The Sozopol road follows the coast, becoming a track after the first 10 miles. It is never higher than 150 ft. above sea-level.

miles	
0	Burgas. Road leaves W. and then turns SW., running between a lagoon on the N. and marshy ground to the sea on the S.
2	Road to Fakiya branches SW. (see Route 117 at mile 99¾). Road proceeds S.
4½	Road crosses to S. of stream by stone bridge.
5	Road crosses to SE. of outlet of Korfe (Mandra) lagoon by a stone bridge. Road branches SE. from Urum Köi road, which continues S. (see Route 131 at mile 69½).
6¾	High ground to N. (alt. 154 ft.). Quarantine station ¾ mile to N. on the shore.
7½	Road approaches close to the shore at Chengene Bay. Good anchorage in the bay. Marshy ground to the S.

miles

7 $\frac{3}{4}$

Road crosses to E. of stream by wooden bridge.

9 $\frac{1}{4}$

Branch road ESE. to Sara Musa, as follows :

miles

3 $\frac{3}{4}$ Road approaches a stream which it follows up, keeping it $\frac{1}{4}$ to $\frac{1}{2}$ mile to the W. General direction SE., gradually inclining S.3 $\frac{3}{4}$ **Mehmech Köi.**5 $\frac{1}{4}$ Iron mines, $\frac{1}{4}$ mile E.

6

Road becomes a track.

6 $\frac{1}{4}$

Track crosses to SE. of two affluents of river Kan Suyu, which it follows closely downstream for 3 miles.

9 $\frac{1}{4}$ **Sara Musa.**

Road proceeds ENE.

10

Road becomes a track, and cuts across the peninsula of Cape Sveta Anastasia (alt. 137 ft.).

10 $\frac{3}{4}$

Track touches the shore.

14

Sveti Nikola. Track turns SSE. of the village. Vineyard to E.15 $\frac{1}{2}$ Track crosses to S. of stream, and passes through thinly wooded country $\frac{1}{2}$ mile from the shore.17 $\frac{1}{2}$

Track crosses to E. of stream and proceeds ENE.

19

Sozopol, pop. about 4,000, mainly Greek. The town is on the S. side of the gulf and is joined to the high mainland by a low and narrow isthmus.

ROUTE 133

BURGAS—PROVADIA, 64 miles

VIA AITOS

This route follows the Burgas-Slivno road (Route 120) as far as Aitos, and then turns N. through the Little Balkans. It crosses three watersheds, but never rises above 1,000 ft., and, on the whole, follows a winding course up or down river

valleys. It is only a second-class road between Aitos and Provadia.

An alternative road, worse and longer, to Provadia from Burgas, branches from the Burgas-Varna road (see Route 134 at mile $43\frac{1}{2}$). From Provadia tracks run to the Varna-Shumla road. It is probable that the Bulgarians have improved one or more of these tracks during recent years, but no information is available.

miles

- | | |
|-----------------|---|
| 0 | Burgas. From Burgas to Aitos see Route 120, miles 0– $18\frac{3}{4}$. |
| $18\frac{3}{4}$ | Aitos. Burgas–Slivno road turns NW. and crosses the railway.
Road runs N. through the town and climbs steeply up a small watershed. |
| $25\frac{3}{4}$ | Alma Dere. Road turns W. down the valley of the Bogaz Dere , which it follows to junction with the Deli Kamchik . |
| $26\frac{1}{2}$ | Road turns NW., gradually turning N. |
| $28\frac{1}{4}$ | Track NW. to Vresovo , $\frac{3}{4}$ mile. |
| $30\frac{3}{4}$ | Bogaz Dere village to W. of road. Road crosses to E. of the Bogaz Dere , which now runs in a ravine. |
| $33\frac{3}{4}$ | Ishodna (Diskotna). |
| 35 | Road crosses to W. of the Deli Kamchik by a bridge, and follows its winding course for $4\frac{1}{2}$ miles, crossing several affluents. |
| $35\frac{1}{2}$ | Boyalar. |
| $39\frac{1}{2}$ | Road turns N. away from the Deli Kamchik . |
| 40 | Tikenlik. Road crosses W. end of Kamchiska Planina . |
| $45\frac{1}{4}$ | Pracha (Predzha). |

Road to Shumla branches NW. (see Route 136).

Road turns E., and then NE. to the **Buyuk Kamchik**, which it follows for $8\frac{1}{4}$ miles.

miles

- 49 **Kazalik.** Road passes into marshes of the Buyuk Kamchik.
- 50 $\frac{3}{4}$ Road crosses to E. of the Buyuk Kamchik and immediately turns N.
- 51 $\frac{1}{4}$ **Novoselo.** Road turns E.
Alternative road NE., then NW. and N., then gradually turning NE. to **Feteköi**, 7 miles, whence NE. to main road, 10 $\frac{1}{4}$ miles.
- 53 $\frac{1}{2}$ Road turns NE., away from river, and crosses watershed.
- 58 $\frac{1}{2}$ Track W. to **Kumarevo**, $\frac{1}{2}$ mile.
- 58 $\frac{3}{4}$ Road crosses to NE. of the **Ana Dere** by a bridge.
- 62 Alternative road comes in (see above at mile 51 $\frac{1}{4}$).
- 62 $\frac{1}{4}$ Road from Burgas via Kyupryuköi comes in from SE. (see Route 134 under mile 43 $\frac{1}{2}$).
Road approaches railway.
- 64 **Provadia** town and railway station. Situated between two masses of rock, E. and W., which rise almost vertically to a height of 328 ft. Railway station to N. of town on W. bank of the Provadi Dere.
From Provadia tracks run N. on either side of railway as far as Nevcha railway station, 11 miles, thence N. to Nevcha, 12 $\frac{1}{2}$ miles; thence NW. to Varna-Shumla road, 17 miles. There are also tracks NE. to Yazı Tepe (see Route 137 at mile 27 $\frac{1}{2}$). Other tracks run E. from Provadia through Dzhizdarköi to Devna, 8 $\frac{1}{2}$ miles, whence NE. and NW. to the Varna-Shumla road, 10 miles (see Route 137 at mile 17 $\frac{1}{2}$).

ROUTE 134

BURGAS—VARNA, 65½ miles

An inland route (second class, not fit for heavy motor transport) crossing the Aitos Planina and the Kamchiska Planina, wooded hills of moderate height. It is a poor road. Owing to its direction the road is unable to make much use of the valleys of the streams flowing into the Black Sea. At mile 47½ it crosses the marshy valley of the river Buyuk Kamchik. There is no coast road between Burgas and Varna.

miles

- | | |
|-----|--|
| 0 | Burgas. Starting from the railway station the road goes NNW. through the town and then bears NNE. |
| 1 | Road proceeds for 2 miles along a narrow neck of land between the Ladzhansko lagoon and the sea. |
| 3¾ | Road to Monastirköi branches NE. (see Route 135 at mile 3¾). |
| | Road continues NNE. |
| 10¼ | Ali Kariya to E. of road. |
| | Track SE. to Monastirköi road (see Route 135 at mile 9¾). |
| | From here the road begins to ascend the E. slopes of the Chatal Balkans (alt. 951 ft.). |
| 14¼ | Road begins to descend. |
| 15¾ | Karakaya (Alexandrovo). |
| | Road crosses to N. of the Karakaya Dere . |
| 17½ | Road crosses to NE. of the Hadzhi Dere , and passes through the low ground between the Chatal Balkan and the Aitos Planina. |
| 19 | Barakli. |
| | Road from Missevriya joins here from the SE. (see Route 135 at mile 19¼). |

miles

Road turns NNW. and begins to mount the E. slopes of the Aitos Planina.

19½ Road crosses to N. of the river **Bela**.

21 **Gyuleler** (Keleler). Road turns N.

Road now enters the mountains and follows up the Bela, crossing it twice.

23½ Road leaves the Bela and takes a general NE. direction for the rest of its course.

25½ Road passes between hills about 1,340 ft. high on the NW. and about 1,640 ft. high on the SE.

32½ Road crosses to N. of the **Chevre Dere**.

33¾ **Aivadzhik**.

Road ascends the ridge of the Kamchiska Planina (alt. 850 ft.).

41¼ Road crosses to N. of stream.

43¼ **Arnautlar**.

43½ Branch road (poor) W. and then NW. to Provadia, as follows :

miles

3 Road turns WNW. to avoid the marshes of the Kamchik, and crosses WNW. of numerous streams. The road keeps S. of and close to the Kamchik marshes.

7 **Kovanlik**.

13½ **Kyupryuköi**. Road crosses to NW. of Kamchik by a stone bridge, and crosses the marshes, keeping the Kamchik river close on the E.

15 Road leaves marshes and river and ascends the Provadia Planina.

16 Alt. W. of road about 490 ft.

17½ Road descends into the valley of the **Provadi Dere** (Kazak Dere), and continues NW. up the valley of the Provadi with marshes on the N.

19 Alt. S. of road about 620 ft.

miles

22 Road comes close to the Provadi Dere, on the NE. side of which is the Varna railway. Road^r keeps close to stream and railway.

23 $\frac{3}{4}$ Road joins the Burgas-Provadia road from the SE. (see Route 133 at mile 62 $\frac{1}{4}$).

25 $\frac{1}{2}$ **Provadia** town and railway station.

Road goes N. and then NE.

46 $\frac{1}{2}$ **Staro Orahovo** (Dervish Ivan). Road enters valley of the **Kamchik**, the sides of which are thickly wooded.

47 $\frac{1}{2}$ Road crosses the Kamchik marshes.

49 Road crosses to NE. of the Kamchik by a stone bridge.

51 Road crosses to NE. of stream and then proceeds NNE. over low hills at a distance of 2 to 3 miles from the sea.

54 **Petrevo.**

58 $\frac{1}{4}$ Road crosses to N. of the **Pasha Dere.**

61 $\frac{3}{4}$ Alt. E. of road about 750 ft.

Country becomes cultivated.

63 $\frac{3}{4}$ Road descends almost to sea-level.

64 $\frac{1}{4}$ Branch road WSW. to **Dzhenevar Tepe.**

64 $\frac{3}{4}$ Road crosses to N. of canal (16 ft. deep and 98 ft. wide) connecting the Bay of Varna with Lake Devna.

65 Road crosses railway. Station 1 $\frac{1}{4}$ mile NW.

65 $\frac{1}{4}$ Road crosses to N. of channel by stone bridge.

65 $\frac{1}{2}$ **Varna**, centre of town.

ROUTE 135

BURGAS—AHILLO—MONASTIRKÖI, $24\frac{1}{4}$ miles

A bad road through flat country, keeping close to the coast.

miles

0 **Burgas.** Starting from the railway station, the road goes NNW. through the town and then bears NNE.

1 Road proceeds for 2 miles along a narrow neck of land between the Ladzhansko lagoon and the sea.

$3\frac{3}{4}$ Road to Varna branches NNE. (see Route 134 at mile $3\frac{3}{4}$).

Road continues NE.

$6\frac{1}{2}$ Alt. 219 ft. Road proceeds E. Vineyards $\frac{1}{4}$ mile to S.

8 Vineyard to N.

$9\frac{1}{2}$ Branch road SE. through vineyards to **Ahillo** (Anhialo), $2\frac{1}{2}$ miles. Ahillo stands on a rocky point connected with the mainland by a tongue of sand, on which are saltpans. Coasting steamers touch here.

Road turns N.

$9\frac{3}{4}$ Branch road NNW., becoming a track after $1\frac{3}{4}$ mile to **Ali Kariya**, $3\frac{1}{4}$ miles (see Route 134 at mile $10\frac{1}{4}$).

Road turns NNE. and keeps about 300 yards from the shore.

11 Road crosses to NE. of stream.

14 Road crosses to NE. of stream.

$14\frac{1}{2}$ Road crosses to E. of **Karakaya Dere**.

15 **Chimus.**

Track E., skirting the shore, to **Ravdas**, $1\frac{1}{2}$ mile, and **Missevriya**, 4 miles.

Road continues NE.

miles	
18 $\frac{3}{4}$	Branch road W., then NW., to Indzheköi , 3 $\frac{1}{2}$ miles; then crossing to NE. of Hadzhi Dere, and continuing NW. to Barakli , 7 miles.
19 $\frac{1}{4}$	Branch road 1 $\frac{1}{2}$ mile E. to Missevriya (Mesemvriya) (pop. about 1,000, mainly Greek), situated on a rocky point connected with the mainland by a narrow isthmus of sand, which is sometimes covered by the sea.
	Road turns N. between the Kardis marshes on the W. and the sea about 300 yards to the E.
20	Road crosses to N. of the Hadzhi Dere by a stone bridge, and continues over an embankment for $\frac{3}{4}$ mile.
22 $\frac{3}{4}$	Road passes through vineyards for 1 $\frac{1}{2}$ mile.
24 $\frac{1}{4}$	Monastirköi (Sveti Vlas). Monastery 1 mile to SE. of village.

ROUTE 136

BURGAS—SHUMLA, 75 $\frac{1}{4}$ miles

VIA AITOS

The route follows the Burgas-Provadia road as far as Pracha (Route 133), then turns NW. and follows up the Buyuk Kamchik to within 7 $\frac{3}{4}$ miles of Shumla. The road deteriorates after Pracha.

miles	
0	Burgas. For road Burgas to Aitos see Route 120.
18 $\frac{3}{4}$	Aitos. For Aitos to Pracha see Route 133.
45 $\frac{1}{4}$	Pracha.
	Road to Provadia branches E.
	Road turns NW.

miles

46 $\frac{1}{2}$ Road crosses to W. of small stream, then follows it, crossing and recrossing it, to Redzheb Mahala, where stream joins the Buyuk Kamchik

49 $\frac{1}{2}$ **Redzheb Mahala.** Road now follows up valley of the Buyuk Kamchik, crossing several affluents.

51 $\frac{1}{2}$ **Kizilpelid.**

52 $\frac{1}{4}$ Alternative route to Shumla, keeping to NE. side of Buyuk Kamchik. As far as Kelriköi (Zlokuchani), route is track. 'It runs as follows :

miles

0 Track crosses to NE. of the Buyuk Kamchik by a bridge.

2 $\frac{1}{2}$ **Yankovo.**

6 $\frac{3}{4}$ **Klinovo.**

Track SW., crossing the Buyuk Kamchik by a bridge, $\frac{1}{2}$ mile, and joining main road, 1 mile, at mile 59 $\frac{1}{2}$, below.

9 $\frac{1}{2}$ **Kelriköi** (Zlokuchani).

Branch track W. across Buyuk Kamchik by bridge to main road, $\frac{3}{4}$ mile (see below at mile 63).

13 Track now becomes a poor road.
Branch track NE. to **Nasirliya**, $\frac{1}{2}$ mile.

Road leaves the Buyuk Kamchik, alt. about 550 ft.

13 $\frac{3}{4}$ Road crosses to NW. of railway, and keeps close to it, and also to the main road.

16 Shumla railway station.

16 $\frac{1}{2}$ Road joins main road at mile 74 $\frac{1}{4}$, below.

17 $\frac{1}{2}$ **Shumla**, centre of town.

54 $\frac{1}{4}$ Alt. about 250 ft.

55 **Akir** (Byel Breg).

58 $\frac{1}{2}$ Track WSW. to **Smyadovo**, 1 $\frac{1}{2}$ mile.

miles

59 $\frac{1}{2}$

Tracks :

(i) NE., then E., to Klinovo (see alternative route under mile 52 $\frac{1}{4}$, above, at mile 6 $\frac{3}{4}$).

(ii) SW. to branch road to Smyadovo, $\frac{1}{4}$ mile (see below at mile 60 $\frac{1}{4}$).

60 $\frac{1}{4}$

Branch road S. to **Smyadovo**, 2 $\frac{1}{2}$ miles. Track (ii) under mile 59 $\frac{1}{2}$, above, joins at mile $\frac{3}{4}$.

63

Track E. to Kelriköi (see alternative route under mile 52 $\frac{1}{4}$, above, at mile 9 $\frac{1}{2}$).

66

Salmanovo.67 $\frac{1}{2}$

Road crosses to N. of the Buyuk Kamchik, and leaves it.

68 $\frac{1}{2}$

Track W. to **Marash**, $\frac{1}{2}$ mile, whence to Shumla-Tirnovovo railway, 1 $\frac{1}{2}$ mile, and on to **Preslav** railway station and Yamboli-Shumla road, 3 $\frac{1}{2}$ miles (see Route 126 at mile 78 $\frac{1}{2}$).

71 $\frac{1}{2}$

Road crosses to N. of railway, and approaches alternative route.

74

Road joins Yamboli-Shumla road (see Route 126 at mile 83 $\frac{1}{2}$).

74 $\frac{1}{4}$

Alternative road (see under mile 52 $\frac{1}{4}$, above) comes in.

74 $\frac{1}{2}$

Road turns W. into Shumla, joining the Varna-Shumla road (see Route 137 at mile 54).

75 $\frac{1}{4}$

Shumla (Shumen), centre of town. The town is surrounded in the W. and N. by a horseshoe curve of the foothills of the E. Balkans. Roads from Tirnovovo to Varna and Silistra, and from Adrianople to Rustchuk meet here.

ROUTE 137

VARNA—SHUMLA, 55 miles

A good military road between the Deli Orman and the N. foot-hills of the Balkans.

miles

- | | |
|-----|---|
| 0 | Varna. The road leaves Varna in a NW. direction, on the Varna-Dobrich route (see Route 139). |
| 3 | Varna-Dobrich road branches NW.
Road turns W. |
| 7 | Track SW. for $1\frac{1}{4}$ mile, then branching :
(i) SSE. and, after mile $\frac{3}{4}$, SW. to Malik Aladin village and railway station, $1\frac{1}{4}$ mile.
(ii) Continuing SW., and crossing the Provadi Dere between the Devna Lakes to Gebedzhe (Belevo) village and railway junction (for Dobrich), 4 miles. Just before the river crossing there is a branch track NNW., then SSW., and then NW., skirting the N. shore of Lake Devna (see Note, p. 432) for 1 mile and rejoining the main road at Reka Devna railway station (on Dobrich line, mile 17 below). Total distance by this branch track, 7 miles. |
| 8 | Road crosses to W. of stream. |
| 9 | Road crosses to W. of another stream. |
| 17 | Reka Devna railway station.
Road crosses to W. of Dobrich railway and to W. of Devna Dere . |
| 17½ | Track SW. to Devna , $1\frac{1}{2}$ mile. |
| 18 | Road turns WNW. |
| 19 | Hills, (i) $\frac{1}{2}$ mile to NW., alt. 715 ft., and (ii) about 3 miles to SW., alt. 964 ft. |
| 19½ | Road turns NW. |
| 21½ | Track NNW. to Kutlubei , 1 mile. |
| 22 | Road crosses to W. of stream. |

miles

- 25 Hills, (i) to NE. $1\frac{1}{2}$ mile, alt. 852 ft., (ii) $2\frac{1}{2}$ miles to SW., alt. 987 ft.
- 27 $\frac{1}{2}$ **Yazi Tepe.** Road crosses to W. of stream and proceeds W. Tracks SW. to Nevcha railway station, 10 miles (see Route 133 under mile 64).
- 31 Road crosses to W. of **Yagla Dere.**
- 31 $\frac{1}{4}$ Track NNW. to **Turk Arnautlar**, 3 miles.
- 34 Hills, (i) 1 mile to NW., alt. 783 ft., (ii) $1\frac{1}{4}$ mile to SSE., alt. 1,229 ft.
Road inclines NW.
- 34 $\frac{3}{4}$ Track SW. to **Tavshan Kozludzha**, 1 mile.
- 35 $\frac{3}{4}$ Road crosses to NW. of stream.
- 37 $\frac{1}{4}$ Road crosses to W. of stream and turns WSW. into the valley of the **Iri Dere.**
- 40 $\frac{1}{4}$ **Novi Pazar** (Yeni Bazar).

Branch road up the E. bank of the Iri Dere to Hirsova, as follows :

miles

- 0 Road branches NNW.
- 4 Road crosses to W. of the Iri Dere.
- 5 $\frac{1}{2}$ Road crosses to E. of the Iri Dere.
- 10 Road leaves the Iri Dere and goes N.
Track NW. via **Iri Dere**, $2\frac{1}{2}$ miles, **Kulakuva**, $5\frac{1}{2}$ miles, **Yazla**, 7 miles, **Chulhanlar**, $12\frac{1}{2}$ miles, on the Shumla-Silistra road (see Route 141 at mile 23 $\frac{3}{4}$).
13. **Hirsova**, whence the road continues NW. over low wooded hills as a track.
- 15 $\frac{1}{2}$ **Gyoller.**
- 19 $\frac{1}{2}$ **Doiranlar.**
- 21 **Mahmuzli.** Track turns WNW.
- 22 Track crosses to W. of the **Kanara Dere** (Kana Göl) by a bridge.
- 25 $\frac{1}{4}$ Track joins the Shumla-Silistra road (see Route 141 at mile 31 $\frac{1}{2}$).

miles

- Road turns SW. from Novi Pazar.
- 42½ **Gara Kaspichan** (railway station), ½ mile to S. junction of the Rustchuk–Varna and Shumla–Varna lines. The English builders of the railway called the station Shumla Road. It is so marked on the first official Bulgarian survey.
- 43 Road crosses to SW. of railway (Rustchuk branch).
- 43½ Branch road SE. crossing the **Madera** river and the Shumla railway at ½ mile, and dividing at ¼ mile (i) NE. to **Kaspichan** station, ¼ mile, on the N. of the Madera; (ii) SE. to Kaspichan village, ¾ mile.
- Road crosses to W. of an affluent of the Madera, and proceeds WSW.
- 47¼ Alt. 725 ft. to S. of road.
- 48¾ **Bulanlik**, to N. of road.
- Road crosses to SW. of the Madera.
- 50 Road crosses to W. of Shumla railway.
- 53¾ Shumla railway station, ½ mile to S. of road.
- Road crosses to W. of railway.
- 54 Burgas–Shumla road comes in from the S. (see Route 136 at mile 74½).
- 55 **Shumla** (centre of town).

NOTE ON THE DEVNA LAKES

The Provadi Dere runs through two lakes before it reaches the Black Sea. The W. lake is marshy and overgrown, and is called in Bulgarian Ezero Devniya; the E. lake, which is the chief one, is called Ezero Devnensko. They are separated from each other by a belt of land, of about 1½ mile in breadth, in which is situated the village and railway station of Gebedzhe. From this village the larger (i. e. E.) lake is sometimes called Ezero Gebedzhensko. It is, however, generally referred to as Lake Devna. The railway runs along its N. shore.

This lake is separated from the Gulf of Varna by just over

$\frac{1}{2}$ mile of sandy ground, through which a canal has been dug S. of Varna. It is 16 ft. deep and 98 ft. wide. The Bulgarian Government obtained credits to construct a naval port in 1906, but there is no report that the scheme has been proceeded with. The length of the lake is 8 miles, its greatest breadth $1\frac{1}{2}$ mile. Its average depth is 30 ft. The water is drunk by the fisher-people, but is slightly tainted with ammonia and saltpetre.

ROUTE 138

VARNA—SILISTRA, 88 miles

VIA BALADJA AND KADIKÖI

This road leaves the Varna—Dobrich road (Route 139) at mile 22. It is only a track between this point and mile $42\frac{1}{2}$; after which it becomes a fairly good road to Silistra. It will be found marked on the Roumanian Staff Map 1 : 100,000.

miles

0	Varna. From here to Baladja see Route 139 (miles 0–22).
22	Baladja. Dobrich road proceeds NNE. Route branches NW. as a track.
23	Track turns NNW.
$25\frac{1}{2}$	Karabasti. Track proceeds NW.
$26\frac{1}{2}$	Opancia.
$28\frac{1}{2}$	Track proceeds W.
29	Alt. 918 ft.
30	Track crosses to W. of river Isikli.
33	Kadiköi $\frac{1}{4}$ mile to S. of track. Track turns NNW.
$38\frac{3}{4}$	Track from Dobrich via Karamurat joins from E. (see Route 139 at mile $31\frac{1}{2}$).
41	Hasam Dere. Between this point and Silistra there are no villages on the road, but fairly numerous hamlets off the road on either side of it.
$42\frac{1}{2}$	Track becomes a road and turns NW.
$48\frac{1}{2}$	Alt. 754 ft.

miles	
51	Alt. 813 ft.
60	Alt. 708 ft.
64½	Alt. 715 ft.
67½	Road proceeds N.
71½	Branch road NE. to Garlita , 7 miles. Road inclines NW.
75	Road turns WSW. Alt. 424 ft.
76½	Road inclines NNW. Alt. 328 ft.
80½	Branch road NNW. to Almalaul , 3 miles, and Ostrovul (pop. 3,106), 5 miles. Road turns WNW.
82½	Road turns NW.
88	Silistra , pop. 12,000. Steamer station. Situated in a low-lying peninsula. Trade in cereals, wood, wine; steam mills, tanneries, cloth factories. For- merly a fortress of the Bulgarian Quadrilateral (with Rustchuk, Shumla, Varna): ceded by Bulgaria, at Treaty of Bucharest, 1913.

ROUTE 139

VARNA—DOBRICH, 31½ miles

WITH EXTENSION TO SILISTRA ROAD,

This is a first-class metalled road over easy country after the first few miles. The Roumanian Staff Map 1:100,000 should be used.

miles	
0	Varna. The road leaves Varna in a NW. direction.
3	Shumla road branches to the W. (see Route 137). Road proceeds NW., gradually ascending.
6½	Adzhemler. Hill on E. of road with alt. 1,020 ft.
8½	Road descends into flat country.

miles	
10 $\frac{3}{4}$	Dervent NE. of road.
11	Road turns NNE.
13 $\frac{3}{4}$	Track NW. to Sari Yol , 1 mile.
18	Frontier (1913).
22	Baladja . Varna-Silistra road branches NW. as a track (see Route 138 at mile 22).
30 $\frac{1}{4}$	Dobrich railway station on the Varna-Medgidia railway.
31 $\frac{1}{4}$	Road crosses to N. of Kanli Dere .
31 $\frac{1}{2}$	Dobrich (Haji Oglu Bazarjik), pop. about 17,000. Track runs WNW., then W. to the Varna-Silistra road (Route 138 at mile 38 $\frac{3}{4}$) as follows:
miles	
1 $\frac{1}{2}$	Alternative track to Karamurat branches NNW., 6 $\frac{1}{2}$ miles.
2 $\frac{1}{2}$	Track turns N.
7 $\frac{1}{2}$	Karamurat . Track leaves WSW.
8 $\frac{1}{4}$	Track crosses to W. of Isikli by bridge.
10 $\frac{1}{2}$	Track joins the Varna-Silistra route, after passing $\frac{1}{2}$ mile S. of Saru Mahmud (see Route 138 at mile 38 $\frac{3}{4}$).

ROUTE 140

VARNA—EUXINOGRAD BAY, 6 miles

This is a coast road, fit for motor traffic, to the royal palace. The sole importance of it lies in the fact that Euxinograd Bay offers a good landing-place.

miles	
0	Varna . The road leaves NE., skirting the hills and vineyards on the N. of the city.
3	Branch road NW. for 1 $\frac{1}{2}$ mile, whence it becomes a track, and reaches Dzhaferli , 4 $\frac{1}{2}$ miles. From Dzhaferli the track continues NE. and N., following

miles

- down the W. side of a valley to **Dishpudak**, $9\frac{1}{2}$ miles; thence going NE. it crosses the frontier at mile $10\frac{1}{2}$, and then crosses to the E. side of the valley and follows the stream to its junction with the **Ekrene**, 12 miles. $\frac{1}{4}$ mile from the junction is **Ekrene**, 1 mile from the shore. No landing-place near.
- 4 **Fraka** on N. of road.
- Euxinograd** (Sandrovo) to S. of road. Break-water and landing-place of royal summer palace.
- $4\frac{3}{4}$ Old castle and monastery to S. of road, on Cape Sveti Dimitri.
- 6 Monastery of St. Constantine on the coast. Road stops. From here to the Roumanian frontier, which is 7 miles by crow-fly, extend the wooded hills of Vetren and the Yarlars Yaltas, coming close to the shore.

ROUTE 141

SHUMLA—SILISTRA, 68 miles

For $2\frac{1}{2}$ miles from Shumla the road follows the Razgrad road. It degenerates in quality after leaving it, improving again after mile $26\frac{1}{4}$. The road crosses the Deli Orman between Ekizche and Silistra, and in this section appears to be suitable for only very light traffic. It is nowhere better than second class.

miles

- 0 **Shumla**. Road leaves N. and follows Rustchuk road.
- $\frac{3}{4}$ Branch road ENE. to Novi Pazar (Yeni Bazar)—Silistra branch road, as follows:
- | | |
|----------------|--|
| miles | |
| $3\frac{3}{4}$ | Makak . Road crosses to NE. of the Stradzha Dere . General direction becomes NW. |
| $6\frac{1}{2}$ | Enidzhiköi . |

miles

- 8 $\frac{3}{4}$ Road crosses to NE. bank of the **Provadi Dere** (Kanara Dere) and the Rustchuk railway.
- 10 $\frac{3}{4}$ **Teker Köi.** Road becomes a track.
- 12 $\frac{1}{4}$ **Syuyutlie** to SE. of track.
- 15 $\frac{3}{4}$ **Kozludzha Teke.**
- 17 $\frac{1}{4}$ **Voivoda Köi.**
- 18 Track turns ENE.
- 19 $\frac{1}{2}$ Track crosses Iri Dere to **Iri Dere** village, and joins the Novi Pazar-Silistra branch road (see Route 137 under mile 40 $\frac{1}{4}$).
- 21 $\frac{1}{2}$ **Razgrad** road branches NW. (Route 129).
Road turns NE. and becomes bad. On each side of road, redoubts.
- 3 Road turns N.
- 3 $\frac{1}{4}$ Road crosses to N. bank of Stradzha Dere.
- 4 Road crosses to N. bank of stream. General direction NNE. for 5 $\frac{1}{2}$ miles.
- 5 $\frac{1}{4}$ Alt. 919 ft. Hill 1 mile to E. of road, alt. 1,110 ft.
- 7 Track NW. to **Kabiyuk Syuyutlie**, 1 $\frac{3}{4}$ mile, on slope of a hill (alt. 1,400 ft., 1 $\frac{1}{4}$ mile to W. of village).
- 7 $\frac{1}{2}$ Road crosses to N. bank of stream. Alt. 720 ft.
- 8 $\frac{1}{2}$ Alt. 984 ft.
- 9 $\frac{1}{4}$ Road crosses to N. of the Rustchuk railway.
Kayali Dere village.
- 10 $\frac{1}{4}$ Road crosses to N. bank of the **Provadi Dere** (Kanara Dere) by a bridge. Alt. 787 ft.
- 12 Alt. 1,161 ft.
Road enters the Deli Orman country.
- 13 $\frac{1}{4}$ Track NW. to **Ekizche**, 1 $\frac{1}{4}$ mile.
- 13 $\frac{3}{4}$ Alt. 1,444 ft.
- 16 $\frac{3}{4}$ **Gyurgenli** on NW. of road. Alt. about 1,150 ft.
Road turns ENE. Steep ascent.
- 17 $\frac{1}{4}$ Alt. 1,378 ft. Road descends, resuming general NNE. direction.

miles

19 $\frac{3}{4}$

Karabashli, alt. about 830 ft. Situated in a hollow. Road leaves NNE. along the valley of a small stream.

23 $\frac{3}{4}$

Chulhanlar (Chulfalar). Road turns NNW.

24 $\frac{3}{4}$

Hasanlar Mahala (Sakalli).

26 $\frac{1}{4}$

Sakal Mahala (Solak) on W. of road. From here to Silistra the road improves. Road turns NE.

29 $\frac{1}{4}$

Yusufhanlar.

31 $\frac{1}{2}$

Track from Novi Pazar comes in from SE. (see Route 137 under mile 40 $\frac{1}{4}$).

32

Sharvi, alt. 971 ft. Road turns N.

33 $\frac{3}{4}$

Choban Nasuf, alt. 925 ft.

34 $\frac{1}{2}$

Roumanian frontier.

35

Alt. 882 ft. Road turns NNE.

36

Dorutlar on E. of road.

38 $\frac{1}{2}$

Alt. 830 ft.

41 $\frac{1}{4}$

Track NW. to **Karalar**, 1 mile.

43 $\frac{1}{4}$

Alt. 787 ft. **Akkadenlar** on W. of road.

45

Alt. 688 ft.

45 $\frac{1}{4}$

Track N. to **Anaschik**, 1 mile.

53 $\frac{3}{4}$

Alt. 629 ft.

55

Alfatar.

58

Alt. 554 ft. General direction now NNW.

60 $\frac{1}{2}$

Track W. to **Babuk**, 2 miles.

65

Kalipetrova $\frac{1}{2}$ mile to W. of road.

67

Razgrad-Silistra track comes in from SSW. (see Route 142 at mile 60).

67 $\frac{1}{2}$

Rustchuk-Silistra road comes in from SW. (see Route 143 at mile $\frac{1}{2}$).

68

Silistra (Danube bank).

ROUTE 142

RAZGRAD—SILISTRA, 61 miles

This road, in Bulgarian territory, is rarely better than a track. It passes through the Deli Orman and enters Roumanian territory at mile 26½. In Roumanian territory it is a second-class road up to mile 47. From there it is marked on the Roumanian 1 : 100,000 Map as a track. The Austrian Staff Map, 1911, gives a branch road between Kadirköi and Akkadenlar (see Route 141 at mile 43¼) via Rahman Asiklar, but this is not shown on the Roumanian Staff Map of 1912.

miles

0

Razgrad. Between Razgrad and Durach there is a choice of two tracks ; both these tracks run NE. and touch at Yunuz Abdal. The more N. of the two runs from the E. end of the town. The track which would probably be the easier follows the Shumla road for 1½ mile and then branches ENE. This track is described.

1½

Shumla road turns SE.

Track turns ENE.

2½

Track turns NE.

4½

Nedoklan.

5½

Track crosses to N. of Rustchuk railway. Alt. to E. of track, on S. side of railway, 1,364 ft.

6½

Dushtubak.

13½

Yunuz Abdal. Track leaves ENE. (S. of the alternative track, which leaves NNE.).

14

Track crosses to E. bank of large stream.

16

Durach. Henceforward there is only one track.

17

Alt. 994 ft.

17½

Track crosses to E. bank of stream.

18½

Golema Kokardzha.

22½

Kemanlar. From here the track becomes a second-class road.

miles

25½	Kadirköi , alt. 787 ft.
26½	Roumanian frontier.
27	Track NNW. to Saormanköi , 1½ mile.
30¼	Dokcialar on E. of road. Enimahle on W. of road.
31¼	Alt. 656 ft. Track SE. to Deremahle , 1½ mile.
32¾	Road turns NNW.
34½	Road turns NNE.
	Tracks W. to Libatköi , 2 miles.
34¾	Track E. to Ciller , 1 mile.
37¾	Dogrular , alt. 590 ft.
40¾	Alt. 328 ft.
41¾	Balabanlar 1 mile to E. of road.
43	Karaveliköi . Track NW. to Hasköi , 4 miles.
46	Atmagea on W. of road.
47	Branch road ESE. to Goliabina , ½ mile.
47½	Track NW. to Ceatalja , ¾ mile.
51½	Karaomur .
57½	Track crosses to NE. bank of a stream by a bridge.
58	Kalipetrova .
58½	Track enters vineyards.
60	Track joins the Shumla-Silistra road from the SW. (see Route 141 at mile 67).
61	Silistra .

ROUTE 143

SILISTRA—TURTUCAIA—RUSTCHUK, 75½ miles

This is a first-class road for the first 24 miles; then it becomes a track; it improves into a second-class road nine miles before reaching Turtucaia. After Turtucaia it again becomes first class. It runs through easy country between the Deli Orman and the Danube. As far as Turtucaia there is a good deal of cover; between Turtucaia and Rustchuk the road keeps closer to the Danube, and the country is more bare.

There is a track, with bridges, along the bank of the Danube between Silistra and Rustchuk.

miles

- 0 **Silistra** (Danube bank). The road leaves SW., following the Shumla road to the old walls of Silistra.
- $\frac{1}{2}$ Shumla road branches SSW. (see Route 141 at mile $67\frac{1}{2}$).
- Road turns SW., through vineyards. Between the road and the Danube is a stretch of swamp and heath. The road gradually leaves the river. General direction WSW.
- $2\frac{1}{2}$ Road crosses to W. bank of stream by a bridge.
- $3\frac{3}{4}$ **Aidemir**.
- $5\frac{3}{4}$ Road enters patch of wooded country.
- $6\frac{3}{4}$ Alt. 393 ft. to N. of road.
- $7\frac{1}{4}$ Road crosses to W. bank of stream by a bridge.
- $10\frac{3}{4}$ Road crosses to W. bank of stream by a bridge. Track N. to **Srebarna** (pop. 1,488), 1 mile, and **Vetren** (pop. 1,135), 4 miles, on the Danube. Floating mill.
- 12 Alt. 328 ft.
- $13\frac{1}{4}$ Alt. 406 ft. to N. of road.
- $14\frac{1}{2}$ Road crosses to W. bank of stream by a bridge.
- 15 **Iala Ceatalja** (pop. 816). Track N. to **Popina** (pop. 2,113), 5 miles, on the Danube.
- $15\frac{3}{4}$ Alt. 413 ft. to N. of road.
- $16\frac{1}{2}$ Road crosses to W. bank of stream by a bridge.
- $17\frac{1}{4}$ Alt. 413 ft. to S. of road.
- 18 Track NNW., crossing to W. bank of a stream and then following it to **Garvan**, 4 miles.
- $18\frac{1}{2}$ Road crosses to W. bank of stream by a bridge.
- $21\frac{1}{2}$ **Arabadjilar**. Track NNW. to **Kadiköi**, 4 miles.
- 22 Alt. on S. of road, 419 ft.
- $22\frac{1}{2}$ Road crosses to W. bank of stream by a bridge and turns SW.
- $24\frac{1}{4}$ Road now becomes a track and turns SSW. Alternative track WNW. through **Sarsanlar**, $\frac{1}{4}$ mile, rejoining main track at Saraigal, 6 miles.

miles

- 25 $\frac{3}{4}$ Track crosses to W. bank of stream by a bridge.
- 27 $\frac{1}{2}$ **Uzuidje Orman.** Track turns WSW.
- 28 $\frac{1}{2}$ Alt. 426 ft. to N. of track.
- 29 $\frac{3}{4}$ Track turns NW. and becomes a poor road. Track
W. to **Vishköi**, 1 mile.
- 30 $\frac{3}{4}$ Alt. 475 ft. to N. of road.
- 31 $\frac{3}{4}$ **Saraigal.**
- 32 $\frac{1}{4}$ Alt. 419 ft. to N. of road.
- 33 $\frac{3}{4}$ Road crosses the **Kuzgunlak** by a bridge.
- 38 $\frac{3}{4}$ **Turtucaia**, pop. about 4,000; many Turks. Built in
the shape of an amphitheatre, facing the Danube, on
the slopes of a hill, alt. 419 ft. Windmill on the
summit of the hill. Telegraphic communication with
Oltenitsa on N. bank of Danube. The road is for the
most part first class from this point to mile 50 $\frac{1}{2}$. It
runs along the Danube bank for 1 $\frac{1}{2}$ mile.
- 40 $\frac{1}{4}$ Track along the Danube bank to Rustchuk branches
W.
Road turns SW.
- 44 $\frac{1}{4}$ Road turns W.
- 44 $\frac{3}{4}$ Track SW. to **Starsmil**, 1 mile.
- 48 $\frac{3}{4}$ Track S. to **Turksmil**, 1 mile, pop. about 2,000.
- 50 $\frac{1}{2}$ Bulgarian frontier. The road now deteriorates.
- 52 $\frac{1}{2}$ Track S. to **Kyutyukli**, $\frac{1}{2}$ mile.
- 53 $\frac{1}{2}$ Track NW. to **Bryeshlen**, 1 mile.
- 56 $\frac{1}{2}$ Track NE. to **Babovo**, 1 mile.
- 57 $\frac{1}{4}$ Road improves again, and is first class to Rustchuk.
- 60 $\frac{3}{4}$ **Para Mahala** on S. of road.
- 62 **Kaia Mahala** on S. of road. **Kashikler** (Slivo Pole)
on N. of road.
- 66 Track NW. to **Taban**, 1 mile.
- 67 Track NNW. to **Martin**, $\frac{3}{4}$ mile, on the Danube.
- 69 Road comes close to Danube bank.
- 73 $\frac{1}{2}$ Road crosses to W. of Rustchuk-Varna railway.
- 74 $\frac{1}{4}$ Rustchuk railway station to N. of road.
- 75 $\frac{1}{2}$ **Rustchuk.**

ROUTE 144

ADRIANOPLE—KIRK KILISSE, 38 $\frac{1}{4}$ miles

The latest information (1916) gives this route as newly metalled up to Kirk Kilisse and 2 $\frac{1}{2}$ miles E. of it. It is 26 ft. wide, 20 ft. metalled. The country is open and easy and for the most part cultivated. Deviations are possible in summer. The road crosses a large number of streams, most of them unbridged. Only the most important are given in this itinerary. Between Adrianople and Kirk Kilisse there is an alternative road following Route 115 to Kukiler, and thence continuing NE. for 3 miles and then ESE. to Yenije, where it joins the main road.

miles	
0	Adrianople. Road follows the Lule Burgas road for 5 miles.
5	Road to Constantinople via Lule Burgas branches SE. (see <i>Handbook of Turkey in Europe</i> , Route 1). Road turns E., following the telegraph wires.
7 $\frac{1}{2}$	Skenderköi. Road descends, and crosses to W. bank of the Sazlu Dere , which is narrow and shallow.
14	Sazlu Dere village. Alt. 433 ft. to N. of road.
17 $\frac{1}{2}$	Hasköi. Branch road SSW. to Havsa , 6 $\frac{1}{2}$ miles.
17 $\frac{3}{4}$	Road crosses to E. bank of the Hasi Dere by wooden bridge on masonry piers, 240 ft. long, 12 ft. broad, 20 ft. above water.
20 $\frac{3}{4}$	Kisliji.
28 $\frac{3}{4}$	Yenije. Alternative road comes in from NE.
29	Road crosses to E. bank of the Teke Dere by wooden bridge, 360 ft. long, 12 ft. wide. The second track from this point branches ESE. to Kavakli village and railway station, 5 miles.
36	Kara Agder (Kara Hazir).

miles

37½

Road joins Babra Eski-Kirk Kilisse road and telegraph line (see *Handbook of Turkey in Europe*, Route 21).

38¼

Kirk Kilisse (Lozen Grad), town and railway station, alt. 840 ft., pop. about 25,000; about two-thirds are Bulgarian or Greek. Seat of a Mutesarrif under Adrianople. Barracks in the Balaban Tepe, rising ground at N. end of town. Head-quarters of Nizam and Redif division. Garrison generally 6 battalions, 1 mountain battery, 4 field batteries. Two forts, one E., one W. of town on edge of a plateau, hidden among gardens and vineyards. Military hospital. Houses of stone, and well built; some of two stories. A rich town, celebrated for its vineyards. Cultivation of mulberry trees. Distributing centre for country towards the Black Sea. Water in pipes from the Sheitan Dere, above the town.

RAILWAYS

SUMMARY

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INTRODUCTION

General Description.—The railway system of Bulgaria is not the result of a single plan, but of a number of disconnected enterprises. The earliest line—that between Rustchuk and Varna—was constructed by an English company in 1868. The eastern section of the Vienna–Constantinople line, from Vakarel to the Turkish frontier, was built by Baron Hirsch about 1873; the western section, from Vakarel to Tsaribrod, in 1888. The important line from Philippopolis to Burgas was begun as a section from Chirpan to Nova Zagora, in order to compete with the Maritsa valley line, then in Turkish hands. Subsequently it was partly purchased and partly leased by the Oriental Railway Company; but before the Declaration of Independence in 1908 it was seized, and afterwards purchased, by the Bulgarian Government. The connecting line from Tirnovo Seimen to Nova Zagora, originally part of a line to Yamboli constructed by the Oriental Railway Company for the Turkish Government, passed into Bulgarian hands in the same way. The important strategic line from Sofia to Gyueshevo was projected in order to tap the coal-fields of Pernik. The work of recent years has chiefly consisted in linking up these fragmentary lines into a coherent system, and providing through communication between Sofia and the three great ports of Rustchuk, Varna, and Burgas. The great need of a connexion between the northern and southern parts of Bulgaria has been partly met by the construction of a line from Tirnovo to Stara Zagora—a difficult piece of engineering. But the new southern territory between Rhodope and the Aegean cannot be approached by railway, except by the roundabout route via Adrianople and Dedeagach, recently conceded by Turkey. Nor is there any direct route from Rustchuk or Varna to Burgas. The railway

system of Bulgaria must therefore still be considered as imperfectly adapted to the needs of the country.

A comparison of Bulgaria (and its neighbouring Balkan States) with some other European countries shows the backward condition of its railway system. In the following table the length of lines in working is compared (i) with the area of the country, and (ii) with its population.

<i>Country.</i>	<i>Length of Railways (in kilom.) to every 100 sq. kilom. of area.</i>	<i>Length of Railways (in kilom.) to every 100,000 of population.</i>
Bulgaria	2	4.5
Serbia	1.9	3.3
Roumania	2.7	5.3
Greece	2.5	6.1
European Turkey	1	2.7
European Russia	1.2	4.8
Austria-Hungary	6.8	9
Germany	11.6	9.5
France	9.4	12.8
Great Britain	12	8.3
All Europe	3.5	7.8

The cost of construction of the latest additions to the railway systems of these countries gives some indication of the character of the lines, and the quality of their construction.

<i>Country.</i>	<i>Cost of construction (in £ per mile).</i>
Bulgaria	9,905
Serbia	15,090
Roumania	19,300
European Russia	18,135
Germany	25,250
Great Britain	58,415

The whole of the Bulgarian railway system is now owned by the State, with the exception of (i) a few miles belonging to private industrial concerns, and (ii) the section of the Salonica–Dedeagach railway (previously worked by a Franco-Belgian company) falling within the new southern territory, and (iii) the recently conceded Turkish line from Mustafa Pasha to Dedeagach. The ownership of the two latter had not been fully determined at the end of 1914.

The total length of line now in use, including these recent

additions, is 1,429 miles. The lines are single throughout, and of normal gauge, viz. 4 ft. 8½ in. They are under the administration of a General Board of State Railways and Ports.

Rolling Stock.—In 1914 the Bulgarian railways had 272 locomotives, 330 carriages, 4,918 wagons.

Permanent Way.—Nearly all the Bulgarian lines, with the exception of the sections which lie in the lower Maritsa valley, have some gradients as steep as 1 in 40, and some curves whose radius is as small as 262 yards. On the Tsaribrod-Sofia-Sarambey section of the central railway there are four places where the gradients are between 1 in 66 and 1 in 50; one of these, between Dragoman and Tsaribrod (Route III, mile 235½), extends over 7 miles; another near Vakarel (Route III, mile 184½) is nearly 5 miles, and two more are 2½ miles long. On the same section there are four places where the radius of curves is about 300 yards. On the Gyueshevo-Sofia branch line, between Kustendil (Route IV, mile 20) and Radomir (mile 53), there are two places where the gradients are respectively 1 in 70 and 1 in 50. On the Sofia-Varna line there is one stretch of nearly 5 miles where the gradient is between 1 in 50 and 1 in 40, and four other places where it is between 1 in 60 and 1 in 50. Also in the first 56 miles from Sofia there are four places where the radius of curve is 300 yards. On the Tirnovo-Stara Zagora line there is an ascent for 10 miles with short intervals of 1 in 40, and 1 in 50 occurs elsewhere. On the Vratsa-Vidin line there are two places with gradients of 1 in 50.

The *rails* are somewhat light. Certain parts of the Gara Belyovo-Hebibchevo section (Route III, miles 39½-150½) have steel rails weighing 71 lb. per yard; other parts of this line have rails of varying weights down to 65¾ lb. per yard; the Pernik-Sofia (Route IV, miles 62½-82½), and Yamboli-Burgas (Route XI, miles 113-181½) lines have rails of the latter weight; but the rails in general use throughout Bulgaria weigh only 62¾ lb., whilst on the old Tirnovo Seimen-Nova Zagora (Route XII) and Rustchuk-Varna lines (Route XIII)

there are still old iron rails weighing 65 lb. In the neighbouring States of Serbia and Roumania the weights are 65 lb. and 73–80 lb. respectively. The rails are flat-bottomed, and are spiked to the sleepers. This is a great hindrance to high speed, especially on the older lines, where the spikes are light.

The sleepers are of wood, except on the Sofia–Roman section of the Sofia–Varna Railway, where they are of metal. The wood used is oak, beech, or pine. The size of the sleepers is 8 ft. 3 in. \times 5 in. \times 10 in. (approximately), and they are laid at intervals of nearly 3 ft., except on the Tsaribrod–Vakarel and Sofia–Pernik sections, where they are at intervals of 2 ft. 8 in. On first-class foreign lines the sleepers are larger, and are laid at intervals of from 2 ft. 4 in. to 2 ft. 6 in. In Serbia and Roumania the intervals are 2 ft. 7 in.

Ballast is deficient in quantity. Both river gravel and broken stone (size 0·5 to 6 cm.) are used, with not more than 25 per cent. of clean sand.

Stations.—The intervals between crossing stations vary considerably—on the main Constantinople line from $3\frac{1}{2}$ to 14 miles, with an average of $8\frac{1}{2}$ miles, and on the Sofia–Varna line from $3\frac{1}{8}$ to $18\frac{3}{8}$ miles, with an average of $9\frac{3}{8}$ miles. The stations are small, and the platform accommodation inadequate. The number of sidings usually varies from two to six, and they are generally 550 yards long, sufficient to take a military train of 45 wagons. Both these main lines are well provided with water. There are 7 turn-tables on the Constantinople, and 6 on the Varna line. Semaphores for signalling are deficient, and are only to be seen at the larger stations. There is a more generous provision of sidings and platforms on the Salonica–Dedeagach railway, which was constructed for strategical purposes.

Bridges.—A good deal of work has been done of late years in replacing the old bridges, which as originally built were too weak to support the modern locomotives. Those on the Salonica–Dedeagach line are of better construction. Both bridges and tunnels have been constructed for a single line only.

Miscellaneous.—The principal workshops are at Sofia (employing 641 men), Rustchuk (184 men, but now replaced by new works at Gornya Orehovitsa), Burgas (88 men), Karagach (Adrianople), and Dedeagach.

The fuel employed is almost entirely coal of an inferior quality, obtained from the State mines at Pernik on the Sofia-Kustendil line.

The amount of coal consumed in 1911 was 152,975 (metrical) tons, of wood-fuel 4,207 cubic metres, of lubricating oil 404,605 kilogrammes, of cylinder oil 122,565 kilogrammes, and of lamp oil 3,974 kilogrammes.

The personnel is generally inferior, although some of the head officials are intelligent men who have been trained abroad. The railway employees as a class are undisciplined, and show more tendency to strike than any other class in the country.

As a general conclusion it may be said that the Bulgarian railways, in spite of the advantage of a uniform gauge, are not capable of bearing any great strain of traffic, on account of the condition of the permanent way, the deficiency in rolling-stock, and the mediocre quality and lack of experience of the personnel.¹

Capacity of Lines.—Ten to twelve troop trains could be run daily each way on the main Sofia-Adrianople line, six to eight on the Tirnovo-Stara Zagora line. Occasional landslips are to be reckoned with on the latter line. The gradients are generally so steep that one locomotive is only capable of taking a train of about 13 wagons, and the highest speed of which trains are capable is 30 miles per hour; whilst the pace up hill with one locomotive does not exceed 12 miles per hour.

¹ Some parts of the above information date from 1910, and allowance should be made for improvements made since that time, especially in view of experience gained during the Balkan Wars.

ROUTE I

(SALONICA)—OKJILAR—DEDEAGACH, 276 miles

The Salonica–Dedeagach railway is a single line of the normal 4 ft. 8½ in. (1·435 metre) gauge, and provides through communication to Constantinople, 521 miles. It is essentially a strategic line, and has been planned to run at a distance of at least 12 miles from the sea, to avoid attacks from that direction. In case Salonica or Dedeagach were threatened from the sea, short loop lines have been made, so as to avoid, if necessary, approaching these places. Thus a link from Bodoma (Yeniköi) to Ferejik was built to avoid Dedeagach. For particulars respecting the sections from Salonica to Okjilar, see *Handbook of Macedonia*, p. 422. An important feature of most of the bridges on this line, both large and small, is the lowness of their piers; the piers of the bridges over the rivers Struma and Myesta, for instance, are only 11 ft. high. The permanent way is in a good state of repair.

The rolling-stock has suffered considerably during the recent Balkan Wars and is deficient. Of the locomotives more than two-thirds, and of the passenger coaches and wagons two-thirds, belong to the Greek section of the line. After the last Balkan War 2 coaches and 238 wagons belonging to the Bulgarian section were retained on the Greek section.

The total rolling-stock is approximately as follows :

34 locomotives (28 Greek, 6 Bulgarian) of which 11 are 6-coupled, with leading bogey, 16 are 8-coupled.

5 are 6-coupled without bogey, and 2 are 10-coupled light engines.

89 passenger coaches (67 Greek, 22 Bulgarian).

26 brake vans (20 Greek, 6 Bulgarian).

816 wagons (529 Greek, 287 Bulgarian), tare 12 (metric) tons. (Another authority gives a total of 758 wagons.)

miles

- 0 **Salonica.** For route as far as Okjilar (the first station within Bulgarian territory) see *Handbook of Macedonia*, pp. 442-5.
- 195 **Okjilar** station, alt. 134 ft. One siding of 400 yds. and a water-tank fed by a steam pump from the river. End of Myesta gorge. Line makes a detour S., and then runs NNE. to Xanthi, first over low-lying ground, then ascending to cross a spur. Between Okjilar and Xanthi are 13 metal bridges, of 1 to 2 small spans.
- 197½ Alt. 203 ft. Crest of spur.
- 199½ Alt. 134 ft. Line reaches plain again.
- 204 Ascent begins over low spur.
- 204½ **Xanthi** (Eskije) station. Alt. 203 ft.
The station has sidings 1,200 yds. in length, a goods shed to unload two wagons at a platform 3 ft. high, a small engine-house, and a water-tank fed by a steam pump. Town ½ mile N. to which there is a carriage-road. Line continues 1 mile NNE., then in general direction E. to **Gumuljina**, along plain at a distance varying from 2½ to ¼ mile from foot of hills, and crosses numerous streams. Between Xanthi and Dedeagach there are numerous metal bridges, of 1 to 5 spans; usually there is at least one bridge to each mile of railroad.
- 207½ Alt. 223 ft.
- 214 **Kiziljaköi** station, alt. 72 ft. One siding of 400 yds. At head of Lake Buru, at S. end of which is Porto Lagos.
- 223 Alt. 89 ft. Cross **Kuru Chai**.
- 224 **Narli** station, alt. 62 ft. One siding of 400 yds. and water-tank fed by steam pump.
- 229 Alt. 138 ft. Cross **Aksu Dere**.
- 233 **Gumuljina** station, alt. 108 ft. Three sidings of 400 yds. each, a small engine-shed and a water-tank. Town ½ mile N. to which there is a carriage-road.

miles

General direction of line now SSE. Line ascends across a low ridge.

236 Alt. 203 ft. Top of ridge. Line descends.

240½ Alt. 56 ft.

242 Cross **Falurli Chai**.

243 **Demir Beili** station, alt. 59 ft. One siding of 400 yds. General direction E. by S. Line runs up valley of Kuchuk Su, and crosses many affluents.

252 **Kösse Mejid** station, alt. 203 ft. One siding of 400 yds., water-tank, small engine-shed and a coal depot. Line climbs to watershed.

256 Alt. 505 ft.

257½ Two tunnels of 40 and 58 yds. length.

259½ Summit, alt. 912 ft. Line crosses into valley of stream running down to Dedeagach.

262 **Kirka** station, alt. 617 ft. One siding of 400 yds.

264 Alt. 466 ft. Line turns SSE. and enters gorge, with several bridges across windings of river.

267 Alt. 285 ft.

268½ Three tunnels, 400, 208, and 190 yds. in length.

270½ **Bodoma** (Yeniköi) station, alt. 174 ft. Junction of loop line to **Ferejik** (see below, Route II A). Two sidings of 500 yds. each.

274 Military Station and connexion with Dedeagach-Kuleli Burgas line. Platform 430 yds. long by 10 yds. broad and 3½ ft. high with a dead end at each end for loading guns; also a smaller platform, 50 yds. long by 10 yds. broad and 3½ ft. high, for loading ammunition. The main platform accommodates 54 wagons, the ammunition platform 6. Total length of sidings 1,350 yds. There are no lighting arrangements. The road from this station to Dedeagach town is an unmetalled cart-track. The ground near the station is firm and does not easily cut up after rain.

276 **Dedeagach** Junction Station, alt 16 ft. (see introduction to Route II).

ROUTE II

DEDEAGACH—ADRIANOPLE, 92 miles

Stations.	Distances in miles.		Distances in kilometres.
	Inter- mediate.	Total.	
Dedeagach	—	—	—
Ferejik	17 $\frac{1}{4}$	17 $\frac{1}{4}$	28
Merhumli Siding	8 $\frac{1}{2}$	25 $\frac{3}{4}$	40
Bedekli	4 $\frac{3}{4}$	30 $\frac{1}{2}$	50
Sufli	12 $\frac{1}{2}$	43	69
Saltiköi	7	50	80
Demotika	11	61	98
Kuleli Burgas	8 $\frac{1}{2}$	69 $\frac{1}{2}$	112

Kilometric distances are given above as the line is marked throughout by posts indicating distances in kilometres. See also *Handbook of Macedonia*, Route IX, p. 448.

The trains on this line, although it is for the most part nearly level, travel extremely slowly. The mixed conventional train, which in normal times connects three times a week with Salonica, travels at 21 $\frac{3}{4}$ miles p.h. The ordinary mixed train travels at 18 $\frac{1}{2}$ miles p.h., and goods trains at the same speed, except on the Merhumli incline, when the speed is 15 $\frac{1}{2}$ miles p.h. The greatest admissible speed for mixed trains is 25 miles p.h., and for goods trains 21 $\frac{3}{4}$ miles p.h.

It is to be noted that there are three stations at Dedeagach : a small station on the W. of the town, apparently called the Junction Station, although it is actually a terminal station ; a large station on the E. of the town, apparently known as the Oriental Station ; and the Military Station, NW. of the Oriental Station and connected with it by a loop line.

The Junction Station of Dedeagach (276 miles from Salonica) is situated outside the town, on the W. side, near the chaussée along the coast leading to Makri.

The station building is a small one of the ordinary type and possesses a goods shed to unload one wagon at a time.

There is a water-tank supplied by a steam pump, also a small engine-house, a turn-table, and a small stack of coal with a coal-loading stage.

Outside the station, to the SE., is a block of infantry barracks which can accommodate 300 men.

This Junction Station is 400 yds. from the coast and a short siding runs to a wooden pier, 110 yds. long, which was constructed to land railway stores, but is now disused. Some of the trestles appear to have become displaced and the pier would require repair. There is about 12 ft. of water at the head of it.

The Oriental Station, to which most of the traffic of Dedeagach goes, lies one mile E. of the town. From it a short loop siding connects with the Military Station which is $\frac{1}{2}$ mile NW. on the Salonica-Dedeagach Junction line. The Oriental Station is reported to have 3,020 yds. of sidings. There are stores, offices, and a petroleum store at the W. of the station along a concrete quay with a wall 12 ft. high. This quay extends about 600 yds. along the sea-front and has seven piers of iron rails 45 to 50 yds. long. Two lines run to the harbour and custom-house. On the W. and E. of the station are found engine houses, the latter having a pump-well. Another well is found on the NW. of the station building. There are a turn-table, repairing works, and coal depot. The custom-house and another store, also five sidings, three of which are 280 yds. long and two 130 yds. long, are found along the Boat Harbour (145 yds.) and have lines on both sides connecting with the station.

The only approach to the Military Station from Dedeagach is an unmetalled cart-track which continues up the valley to Bodoma. The ground is firm near the station and does not easily cut up after rain. The Military Station is situated in level country dotted with large trees and with some cultivation. The station is specially constructed for military purposes. The platform is 450 yds. long, 10 yds. broad, and

3½ ft. high, having a dead end for loading guns at either end of the main platform. Separated from this is, at the E. end, another smaller platform, 50 yds. long, 10 yds. broad, and 3½ ft. high, designed for loading ammunition. The total length of sidings is 1,350 yds. Fifty-four wagons could be loaded simultaneously at the main platform and six at the ammunition platform. There is a watchman's house and telegraph office, with an officer's pavilion at one end of the platform; otherwise no covered accommodation exists. There are no lamp-posts or lighting arrangements on the platform. Usually some thirty covered wagons are kept in the sidings here.

Line runs in general direction E. close to shore across low-lying ground, crossing several streams.

miles

0 **Dedeagach.** Leaving the Oriental Station the line runs ½ mile distant from the coast, here a low shingly beach, and passes patches of cultivation and low undergrowth. Three-quarters of a mile to the N. are steep wooded outliers from the hills on that side.

4¼ The line leaves the coast and the wide marshy delta of the Maritsa which extends S. as far as Enos, and follows a partially cultivated strip between the marshes and the hills.

An unmetalled track over gravel and sandy soil follows the line a short distance to the N. of it.

6¼ The wide shingly bed of the **Lijje** or **Ilija** stream is crossed by a lattice-girder bridge of ten 30-ft. spans on stone piers.

9¼ A temporary station here opened for the hot baths of Ilija. Military crossing (?). The line now gradually bends to the N., skirting low hills covered with brush-wood.

13 Line reaches bank of N. mouth of **Maritsa**, and turns in general direction NW., still following foot of hills to N.

miles

17 $\frac{1}{4}$

Ferejik Station (alt. 26 ft.). Two sidings of 400 yds. each, water-tank, small goods shed, in open country with gravelly soil and a little cultivation, about a mile E. of the town, which stands on rising ground. It is connected by a roughly metalled road. Some cultivation, vineyards, but country generally bare. The station of the Bodoma–Ferejik branch of the Salonica–Dedeagach line (which see) lies $\frac{1}{4}$ mile to the S. and has a connecting siding. It has a water-tank and turn-table with 1,000 yds. of sidings.

Line runs in general NNE. direction up W. side of the Maritsa valley, at average distance of 2 miles from river. The line skirts the foot-hills on one side and the marshy ground along the Maritsa on the other; a track is crossed leading to the ferry at Kaldirkoz, whence tracks lead to Ipsala and Enos. In flood time this ferry is impracticable owing to the marshes on the l. bank.

19

Line crosses the **Kavarjik Dere** by a bridge.

23

The line ascends a flat-topped spur (alt. 656 ft.), which juts out eastward towards the Maritsa. This is the Merhumli incline and the only gradient of any importance on this section of the line.

Military crossing (?).

24 $\frac{1}{4}$

The summit of the southern edge of the spur is reached, after which is a slight descent to

25 $\frac{3}{4}$

Merhumli siding. A slight ascent follows to a broad spur.

28

Summit of spur, after which the descent to the Maritsa valley commences.

30

Line reaches the foot of the descent and skirts low hills covered with trees and brushwood to the l., and the marshy ground along the Maritsa to the r.

30 $\frac{1}{2}$

Bedekli station with one siding of 400 yds. Bedekli is a small place with little traffic. Direction of line N.

miles

- 35 Military crossing at or near Chumlekjiköi.
- 38 The line crosses the shingly bed of the **Kutluja Chai**, a large mountain stream, by ten spans of 30-ft. lattice girders underneath the rails on stone piers 15 ft. above water-level. There is little water in the stream in summer. The road bridge is $\frac{1}{4}$ mile up stream. Line ascends another spur which runs down to river bank.
- 40 $\frac{1}{2}$ Line leaves spur and reaches valley which is here narrower. River $\frac{1}{2}$ mile E.
- 43 **Sufili** (Sofali) station, close alongside the town, which is surrounded by a wide belt of gardens, orchards, and vineyards. The Maritsa is now $\frac{3}{4}$ mile to the E. with cultivated country intervening. At Sufili are three sidings 400 yds. each, with a small goods shed and loading platform and a water-tank. The hills to the W. are covered with low trees and brushwood. Line goes N., then E., then NE. up valley to Demotika.
- 48 Military crossing either here or at Saltiköi.
- 50 The line passes close alongside **Saltiköi**, Greek village of 360 houses, opposite which is a ferry over the Maritsa.
- 60 The **Kizil Deli Chai**, large stream from the hills, is crossed by a bridge of one 150-ft. box girder span, with two spans of 100-ft. lattice girders underneath the rails, which are 40 ft. above the stream. The banks are rather steep, the l. bank slightly commanding the r. bank.
- 61 **Demotika** station (alt. 69 ft.) about a mile E. of the town, with which it is connected by a good metalled road. The station has three sidings of 400 yds. each and a small goods station with a loading platform. There is a silk industry at Demotika. Ferry over the Maritsa just above the junction of the Kizil Deli Chai. The line continues to skirt low bare hills which rise rather steeply on the W., the Maritsa

miles

lying to the E. It then winds E. round a high spur which commands all the country to the E. besides both the bridges across the Maritsa just below it.

On the N. side of this spur the junction with the Constantinople-Adrianople line is reached at

69½

Kuleli Burgas station (alt. 79 ft.). The station contains 1¾ mile of sidings. There are two sidings of 400 yds. each, two of 600 yds. each, with a big siding running westward for 900 yds. to a dead end. Small restaurant. There are a turn-table, two water-tanks, and a coal depot at this station. A rough cart-track, passable for guns, leads from Kuleli Burgas station to the crest of the high spur W. of the bridge. Along the flat ground on the l. bank an embankment 25 ft. high has been constructed as an immediate approach to the bridge. The dead-end siding contains 50 trucks which are kept here in reserve.

There are only a few wooden huts and some cafés near the station.

The village, a small place inhabited (1909) by Turks and Bulgarians, is situated 1 mile to the W. under a ruined tower on the hillside.

The line now skirts the Maritsa, following closely some low undulations 50 to 70 ft. above river-level.

The river valley extends 1 to 1½ mile to the N., and is marshy, with some cultivation and patches of brushwood.

Just beyond Kuleli Burgas a stream is crossed by two 30-ft. lattice girders underneath the rails on a pier 15 ft. above the water.

A little farther on is a bridge of three 15-ft. spans over a marshy water-course.

The **Baghche Dere**, flowing through meadows in a wide flat valley from the S., is crossed by a single span of a 40-ft. girder.

miles

75

Urlu (Ourli), a small station. Four sidings, three of which are from 328 to 382 yds. long, one being approximately 980 yds. long. This latter siding contains from 80 to 100 empty trucks reserved for military use.

The line now skirts closely along the low hills bordering the Maritsa, and enters the girdle of forts at Demirtash.

82½

Inoghlu station probably here.

92

Adrianople station (alt. 137 ft.). This is a large station situated in the detached suburb of **Karagach** on the S. side of the Maritsa and connected with the town by a chaussée 2 miles long. The road runs for some distance beyond the bridge, and is liable to flood when the river is high. The approaches to the station are good. There are eight sidings, two of which are from 1,750 to 1,950 yds. long, and the remainder from 750 to 850 yds. long. There are two military loading platforms E. of the station, one of which is 90 yds. and the other 440 yds. long.

There are an engine-house, a goods shed, water-tank, and coal depot.

ROUTE II A

BODOMA (YENIKÖI) JUNCTION—FEREJIK BRANCH LINE

This is a short line built for strategical purposes to avoid Dedeagach. It runs in general direction E. through a rough hilly tract from Bodoma Junction across to Ferejik on the Oriental Railway to Adrianople. It has sharp gradients and curves, with several small bridges. Little traffic is carried over it in peace time. It is only 23½ miles (38 km.) long; and has military crossings at mile 21½ (34·7 km.) from the

Junction and at mile 35 (56.6 km.). Ferejik is 271 miles (436 km.) from Salonica.

The permanent way is laid on steel sleepers throughout. (See also *Handbook to Macedonia*, Route VIII, p. 447.)

ROUTE III

ADRIANOPLE—SOFIA—TSARIBROD, 248 miles

This is the Bulgarian section of the most important railway in the Balkan Peninsula—the Constantinople–Vienna trunk line. It was constructed in successive sections, which were for a long time under the control of several States or companies.

<i>Section.</i>	<i>Date of Construc- tion.</i>	<i>Constructed by</i>	<i>Owned by</i>
1. Adrianople–Mustafa Pasha.	1873	Oriental Railway Co. (Vienna).	Ceded to Bulgarian Govt. by Turkey, 1914.
2. Mustafa Pasha–Harmanli.	„	Oriental Railway Co. (Vienna).	Purchased by Bulgarian Govt., 1908.
3. Harmanli–Belyovo.	„	Oriental Railway Co. (Vienna).	Purchased by Bulgarian Govt., 1908.
4. Belyovo–Vakarel.	„	Vitalis Co.	„
5. Vakarel–Sofia.	1888	„	„
6. Sofia–Tsaribrod.	„	Bulgarian Govt.	Bulgarian Govt.

The gauge is normal throughout, viz. 4 ft. 8½ in. The rails weigh 65 or 71 lb., and are fixed by spikes to beechwood sleepers at intervals of 3 ft.

The following particulars have been furnished respecting section 3. It runs through fairly level country. The largest embankment is 111 ft. long and 13 ft. high, the longest cutting 52 ft. long and 13 ft. deep. There are 632 bridges and culverts, with a total span of 5,250 ft., the most important being that at Katunitsa (Stanimaka) station (341 ft.). There are 64¼ miles with gradients up to 1 in 200. The steepest gradient is 1 in 83 for a distance of 3 miles.

miles	
0	Adrianople (Karagach) (see Route II at mile 92).
1½	Arda river is crossed by bridge of four 150-ft. lattice girders on stone piers about 30 ft. above water-level.
13	Kadiköi station, alt. 148 ft. Two sidings of 400 yds. each.
23	Mustafa Pasha station, alt. 207 ft. Three sidings, one of 500 and two of 400 yds. Town 3 miles ESE., across river (old stone bridge) along main road. Line crosses frontier between Bulgaria and Turkey, and takes general direction NW. up r. bank of Maritsa .
39½	Hebibchevo (Lyubimets, Turk. Ebibj), alt. 240 ft. Military works on heights E. commanding the line.
40	Harmanli station, alt. 282 ft. Town 1¼ mile WNW. The station is on the Sofia-Adrianople road, which passes through the town. The hills now close in on the river.
49½	Tirnov Seimen station, alt. 295 ft. Junction for branch line NNW. (bridge over Maritsa) up Asmak valley to Nova Zagora on Philippopolis-Burgas line. Seimen town on l. bank of Maritsa, over which there is a bridge carrying a carriage-road to the town.
63	Kamenets (Kayadzhik) station, alt. 331 ft., for Haskovo, 9 miles S. by W., to which there is a good carriage-road.
76½	Skobelevo station, alt. 371 ft., with road to Sofia-Adrianople road, 3¼ miles to SSW.
83½	Borisovgrad , alt. 436 ft.
93½	Papazli , alt. 459 ft.
99½	Sadovo (Cheshnegir) station. Line turns SW. and leaves river.
104	Katunitsa (Stanimaka) station, alt. 528 ft.; 7 miles N. of town by good chaussée. Line crosses Stanimachitsa river just outside Katunitsa station; the bridge has 11 stone arches, and is 114 yds. long.
112	Philippopolis (Plovdiv) station, alt. 607 ft., 1 mile

miles

S. of centre of town. Branch line, starting by bridge over Maritsa, a short distance W. of station, to Stara Zagora and Burgas.

120 Line crosses the **Krichima** river, alt. 607 ft.

123½ **Krichim** station. Vineyards and paddy-fields.

Line crosses the **Vach**. As Tatar Bazarjik is approached, the embankment is liable to floods.

134½ **Tatar Bazarjik** station, alt. 669 ft. Town 2 miles distant on N. bank of Maritsa (bridge). There is a good carriage-road from the station to the town.

Line crosses numerous streams. Country fertile, with cornfields, vineyards, orchards. Many tumuli.

142½ Line crosses the **Elli Dere**.

145 **Sarambey** station, alt. 774 ft. Town (Saranyovo) 1¼ mile N. on Maritsa, to which there is a carriage-road. Railway works for creosoting sleepers.

Western limit of vine-cultivation.

Line runs W. by N. across plain of Maritsa, through low-lying swampy ground, mostly paddy-fields, crossing several streams.

150½ **Gara Belyovo**, alt. 1,024 ft., at E. end of gorge. Centre of Rhodope timber trade.

Line runs through winding gorge of Maritsa, crossing and recrossing the road.

155½ **Sestrimo** station, alt. 1,322 ft.

159½ Line emerges from the Maritsa gorge.

162 **Banya Kostenets** station, alt. 2,001 ft., 4½ miles from small town which lies to SW.

163 Line leaves Maritsa valley and enters **Sulu** gorge. The slopes of Kara Bair on either side are covered with beech and oak woods. The summit of the pass is 2,654 ft.

167 Line bends NW. and approaches the road.

171½ **Stambolovo** at edge of plateau. End of descent from the summit of the Sulu gorge.

174 **Ihtiman** station, alt. 2,067 ft. Small town 1¼ mile E. by road. Steam mill at station.

miles	Line ascends from Ihtiman valley (gradient 1 in 40) crossing several small streams.
	High retaining walls over Vakarel pass.
184½	Vakarel , alt. 2,697 ft. Summit of line. Old frontier between Bulgaria and Eastern Roumelia.
	Line descends (gradient 1 in 40) on slopes of undulating plateau, almost uncultivated and without vegetation.
188½	Cross the Gabra by Pobit Kamik viaduct (of iron, 3 spans, 170 yds. long, 144 ft. high), alt. 2,226 ft.
193½	Novoseltsi station.
200	Kazichane , alt. 1,788 ft. Cross several small bridges over branches of the Isker , which here divides.
202	Main bridge (iron) over the Isker , 131 yds. long (alt. 1,808 ft.).
208½	Sofia , alt. 1,762 ft. Station 1½ mile from centre of town. Branch lines (1) N. up Isker valley to Plevna-Varna-Rustchuk; (2) SW. to Kustendil.
212½	Cross the Banska .
215½	Cross the Tsernabara .
218	Cross the Byelitsa immediately beyond Kostein Brod station.
225	Cross the Slivnishka river.
226½	Slivnitsa , alt. 1,890 ft. Small village at edge of Sofia plateau. Scene of decisive battle of Serbo-Bulgarian War, 1885.
	Line ascends through bare or scrub-covered hills.
235½	Dragoman station, alt. 2,365 ft.
	Line descends from the Dragoman pass.
238½	Cross the Yezevitsa .
240½	Recross the Yezevitsa .
243	Leave valley of Yezevitsa , and turn up Nishava valley.
245½	Cross to r. bank of Nishava .
247½	Recross to l. bank.
248	Tsaribrod , alt. 1,463 ft. Frontier station, 214½ miles from Belgrade.

ROUTE IV

GYUESHEVO—SOFIA, $82\frac{1}{2}$ miles

The gauge is normal, viz. 4 ft. $8\frac{1}{2}$ in. The weight of the rails is $68\frac{1}{2}$ lb. The sleepers are of wood, and laid at intervals of 2 ft. 8 in. The fuel is coal from the Pernik mines. The steepest gradients are—between Gyueshevo and Rajdavitsa, 1 in 50 ; between Rajdavitsa and Radomir, 1 in 66 ; between Radomir and Pernik, 1 in 100 ; and between Pernik and Sofia, 1 in 40.

The sharpest curves are between Gyueshevo and Pernik, with a radius of 902 ft., and between Pernik and Sofia, with a radius of 656 ft.

There are water reservoirs at Gyueshevo, Kustendil, Radomir, Pernik, and Sofia ; turn-tables at Gyueshevo, Kustendil, Pernik, and Sofia ; and locomotive sheds at Pernik and Sofia.

It has been reported (May 1916) that a normal-gauge line has been constructed from Gyueshevo to Kumanovo in Serbia, there joining the Üsküb line.

miles

0 **Gyueshevo**, alt. 3,113 ft. Loading bank. The station lies $\frac{1}{4}$ mile S. of the main road from Egri Palanka to Kustendil and Sofia, and is about 8 miles from Egri Palanka. It is $1\frac{1}{4}$ mile E. of the Serbo-Bulgarian frontier. It lies in a valley commanded by hills on W. and S. The continuation of the line to Kumanovo is reported to be complete, but no details are available as to its trace or present condition.

The general direction is N. by E.

$\frac{1}{2}$ Railway crosses road and proceeds along side of hills on E. side of the Levnitsa.

$2\frac{1}{2}$ Line crosses hill NE. into valley of an affluent of the Levnitsa, and crosses the latter just above the confluence.

miles

- 3 $\frac{1}{2}$ Line crosses the **Levnitsa** and proceeds downhill on l. bank.
- 5 **Malanovska** (Dolnoselo) station. Loading bank.
- 6 Road and river enter gorge just below confluence of the **Levnitsa** with the **Bistritsa**. General direction turns to NE. Railway follows l. bank of river closely.
- 8 $\frac{1}{2}$ Alt. 2,444 ft. on opposite bank of river.
- 10 Two tunnels. Direction changes to E.
- 11 Two tunnels.
- 12 Three tunnels.
- 14 **Mazarachevo** village. Line turns S. by E. and continues in this general direction to **Kustendil**, winding along lower slopes of hills on r. bank of **Bistritsa**, from which it gradually diverges.
- 20 **Kustendil**, alt. 1,722 ft. Station $\frac{1}{4}$ mile NW. of town. The line bends sharply to NE., and runs across the plain near l. bank of the **Banska**.
A new line was reported (May 1916) to have been completed from **Kustendil** to **Dupnitsa**.
- 23 $\frac{1}{2}$ Line crosses the **Bistritsa**.
- 25 Line passes through **Kopilovtsi** village on r. bank of the **Struma**, and turns NNW. up r. bank of the **Struma**, which is here in a narrow valley.
- 26 Cross the **Dragovishtitsa**, tributary of the **Struma**, $\frac{1}{4}$ mile above its confluence with that river.
- 28 $\frac{1}{2}$ **Rajdavitsa** station, alt. 1,607 ft. Loading bank. Weigh-bridge, 30 metric tons. River and railway enter a gorge. There are numerous tunnels.
- 30 Bridge over the **Struma**.
- 31 $\frac{1}{4}$ Railway recrosses to r. bank.
- 32 Railway recrosses to l. bank. General direction now N. by E. Line crosses and recrosses river again between this point and **Belyovo**.
- 37 **Belyovo** station, alt. 1,939 ft., at an opening in the gorge. Side valley running N. Railway and river bend to SE.

miles

- 38½ Direction changes to NE.
- 40 **Zhablyano** village on r. bank. Bridge. Direction changes to E., but line does not cross river.
- 42½ River turns N., railway SE., leaving valley at **Kalishta** village. Railway ascends valley of a tributary of the Struma.
- 42¾ **Kalishta** station. Loading bank. Weigh-bridge, 30 metric tons.
- 47 Railway crosses Kustendil–Radomir–Sofia road and runs NE.
- 47½ Alt. 2,080 ft. to r. of line.
- 49½ Line re-enters Struma valley on l. bank of river.
- 50 Line crosses road, alt. 2,064 ft., and proceeds in general N. direction between river and road.
- 53 **Radomir** station. Loading bank. Weigh-bridge. Town 1 mile to NE., to which there is a carriage-road. A light railway is reported (January 1917) to have been constructed from Radomir to Dupnitsa SE., and from there S. to Juma‘-i-Bala and down the Struma valley as far as Rupel (see p. 491).
- 54 Bridge. Railway crosses to r. bank of the Struma.
- 56½ Railway recrosses to l. bank.
- 58 Line turns ENE. and crosses Radomir–Bryeznik–Tsaribrod road.
- 58¼ Line crosses to r. bank of the Struma.
- 60 Line turns SE.
- 61½ Line recrosses to l. bank.
- 62½ **Pernik**, alt. 2,293 ft. Loading bank. Weigh-bridge, 30 metric tons. A short branch line crosses the Struma (½ mile NE. of station, alt. 2,293 ft.), and bends round W. to coal mines on hills on r. bank of river. This line ends ¼ mile N. of Pernik across the river. Total length, 1¼ mile. The main line turns E. up l. bank of the Struma at foot of hills, accompanying the road closely.
- 66½ Line and road cross the Struma, which here turns S., and proceed in general NE. direction. Alt. 2,378 ft.

miles	
68 $\frac{1}{2}$	Railway crosses road. Alt. 2,441 ft.
69 $\frac{1}{2}$	Railway crosses Sofia–Dupnitsa road.
70 $\frac{1}{2}$	Railway recrosses road to Sofia.
71	Line recrosses road. Vladaya station, alt. 2,799 ft. Summit of line, on col between Lyulin Planina (alt. 4,051 ft.) and Vitosha Planina (7,497 ft.).
72	Railway recrosses road and closely accompanies it down the narrow valley of the Gradska . General direction NE.
74 $\frac{1}{4}$	Alt. 2,382 ft.
75	Railway leaves valley and turns N. by E. across low hills.
76 $\frac{1}{4}$	Gornya Banya . Loading bank.
77 $\frac{1}{2}$	Railway turns ENE.
79 $\frac{1}{2}$	Alt. 1,936 ft.
80 $\frac{1}{2}$	Railway crosses Sofia–Tsaribrod road 1 $\frac{1}{2}$ mile NW. from centre of Sofia town. Line bends E.
82	Railway joins main line from Nish.
82 $\frac{1}{2}$	Sofia station, alt. 1,760 ft.

ROUTE V

SOFIA—PLEVNA—GORNIA OREHOVITSA—VARNA,
336 miles

This is the chief through route lying wholly within Bulgarian territory, and forms the main line of communication between the capital, the Black Sea, and (by the branch to Rustchuk) the lower Danube. In 1914 through trains, with wagon-lits and dining-cars, covered the whole distance in 13 $\frac{1}{2}$ hours. Ordinary trains took as much as 24 hours on the journey. Owing to the configuration of the northern plain, which forces the railway first to follow the tremendous gorge of the Isker, and then to cross a series of transverse river-valleys, the line is very hilly, with many tunnels and bridges. For instance in

the section between Sofia and Roman, opened in 1897, there are 11 bridges and 22 tunnels (with a total length of 4,068 yds.), gradients of 1 in 40, and curves with a radius of 300 yds. The construction of this section of the line cost £10,000 a kilometre. The easiest journey is that from west to east, during which the line falls from over 1,700 ft. to sea-level.

miles

0

Sofia, alt. 1,760 ft. The line makes a junction with the Sofia-Tsaribrod and Sofia-Gyueshevo lines at the General Station, which lies on the northern outskirts of the city, rather over a mile from its centre. There is a restaurant at the station, and the principal railway workshops are situated here.

Line branches N. $\frac{1}{2}$ mile W. of station, and runs straight N. by E. across plateau watered by Isker and tributaries.

1

Bridge over the **Suhodolska**.

$4\frac{3}{4}$

Bridge over the **Banska**.

$5\frac{3}{4}$

Bridge over the **Blato**. Line bends NNE. round village of Kumaritsa, and approaches mouth of Isker defile.

8

Kurilo, alt. 1,650 ft. Line here enters **Isker** defile, through which it runs for the next 43 miles, in a general N. direction, following the river, which falls nearly 1,000 ft. in this distance, and is at times as much as 1,640 ft. below the general level of the surrounding country. The gorge is enclosed by red sandstone cliffs: here and there are patches of grazing land, with scattered villages. There is no carriage-road through it. The line traverses the gorge through 22 tunnels, the longest of which (at mile 19) is 1,450 ft., and their total length 4,068 yds., and across 12 large steel bridges, one of which is 262 ft. long.

$20\frac{1}{2}$

Svogye, alt. 1,519 ft. A road from Iskrets $5\frac{1}{2}$ miles WNW. and from the Sofia-Berkovitsa main road

miles

(11 miles) here joins the line by a tributary valley, and follows it as far as Zyerino (3 miles below Elisenia station).

30 Line turns E. then SE. A track strikes over the hills NNW. to the Vratsa-Berkovitsa road (15 miles).

31 **Lakatnik.** The village lies in the hills 3 miles SE.

40 **Elisenia**, alt. 997 ft. Hereabouts the red sandstone gives place for a time to limestone, to be followed again by sandstone, and then eruptive rocks. General direction of line is now ENE.

43 At Zyerino village the road, now become a track, leaves the railway, and strikes over the hills NNE. to Vratsa (11 miles). Another track continues down the opposite (r.) bank of the river, and enters the Orhanie road (mile 54½).

54½ **Mezdra**, alt. 675 ft. Junction for Vratsa-Vidin line (Route VI). There is also a road capable of taking wheeled traffic to Vratsa, which lies 9 miles NW. A similar road from Orhanie (22 miles S. by E. on the Sofia-Plevna main road) reaches the opposite (r.) bank of the river ½ mile below Mezdra station.

The line and river now turn E. and the gorge widens.

58 Line crosses to r. bank.

67½ **Roman**, alt. 485 ft. The terminus of the first completed section of this railway, opened in 1897. Roads run to join the Sofia-Plevna main road near Pravets (20 miles S.) and Lukovits (17 miles ENE.). The line at once recrosses to the l. bank of the river, and follows general NE. direction, through the Karlukova defile.

72 Line turns E., and runs through **Kunino** village.

77½ **Karlukova**, alt. 406 ft. The village is on the farther bank of the river, 1 mile S. The line now turns N.

80½ Line crosses to r. bank.

87½ **Chervenibreg**, alt. 337 ft. The village lies 2 miles ESE. on a road leading to Lukovits (7½ miles) on the

miles

Sofia-Plevna road. In the other direction this road runs N. to Chumakovtsi (3 miles) where it crosses the Isker by a bridge, and continues in the same direction to Knyezha (11 miles) and Rahovo on the Danube (30 miles).

88 Line crosses the **Panega**, a tributary of the Isker, and bends first ESE., then climbs in a general NE. direction along a hilly fertile plateau between the Isker and the Vid, gradually approaching the latter river..

92 Rubtsi village $\frac{1}{2}$ mile S. of line, with road leading N. to Deventsi (3 miles) and across the Isker (which is here divided) by 2 bridges to Koinare ($5\frac{1}{2}$ miles), whence there is an alternative road to Knyezha (10 miles, see mile $87\frac{1}{2}$).

99 $\frac{1}{2}$ **Telish**, alt. 603 ft. The village lies $\frac{3}{4}$ mile E., on the Sofia-Plevna main road. From this point the line enters upon the battle-fields of Plevna (1877).

105 Village of Gorni Dubnik between line and main road, which now follows line on r. all the way to Plevna.

110 **Dolni Dubnik**.

115 **Yasen**, alt. 114 ft. Junction of line to Samovid, and meeting-place of roads from Dermantsi (down the Vid valley), Sofia, Gigen and Gulyantsi (both on the Danube), in order to cross the Vid by a bridge 1 mile ESE. of the station.

116 $\frac{1}{4}$ Bridge over the **Vid** (Plate V). Line turns E., then climbs ESE. round foot of vineyard-covered hill.

120 **Plevna**, alt. 308 ft. The station is $\frac{1}{2}$ mile NW. of the outskirts of the town, on the Sofia road. Line now skirts N. side of town, crossing and then following small tributary of Vid in ESE. direction.

120 $\frac{1}{2}$ Line crosses Plevna-Nikopol road.

123 Line crosses Plevna-Rustchuk road, and begins to climb watershed between Vid and Osma valleys, with vineyards and cornfields.

- miles
- 125 **Grivitsa** village immediately N. of line.
- 133½ **Poradim**, alt. 524 ft. The village is $\frac{1}{4}$ mile S. of the line, and a road runs NE. to Radinenets (6½ miles), 1 mile beyond which it joins the Plevna–Rustchuk road.
- 141½ **Kamenets**, alt. 314 ft. Village $1\frac{1}{4}$ mile S. of station, whence road runs N. to Radinenets (4½ miles). Line now descends into the Osma valley.
- 149 **Levski**, alt. 167 ft. Village $\frac{1}{2}$ mile N. of line. Junction of branch line to Sistov (Route VIII).
- 151 Bridge over the **Osma**.
- 152 Line turns SE. through Osma Gradishte village, and is joined by road from Sistov, which now follows it to Gornya Orehovitsa.
- 154½ Line runs through Butovo village and climbs watershed between Osma and Rusitsa valleys.
- 160 Line crosses road from Pavliköi to Sevlievo.
- 161 **Pavliköi**, alt. 511 ft. Village $\frac{1}{4}$ mile N. of station.
- 163¼ Line crosses the **Rusitsa**, and turns down its r. bank.
- 164 **Mihaltsi** village $\frac{1}{4}$ mile S. of line.
- 167 **Lesicheri**. Village $\frac{1}{2}$ mile N. on farther bank of stream.
- 175 **Resen**, alt. 370 ft. Village $\frac{3}{4}$ mile NW. Road running SE. from station to Tirnovo (9 miles).
- 178 At Polekraishte village line turns SE. and crosses Rustchuk–Tirnovo road.
- 182 Line crosses the **Yantra** at S. end of Temnisko village.
- 182½ **Gornya Orehovitsa**, alt. 456 ft. Junction for line N. to Rustchuk (Route XIII), and S. to Tirnovo and Stara Zagora (Route XII). Town lies $1\frac{1}{4}$ miles SE. of station among vine- and orchard-covered hills, on road to Tirnovo (4½ miles). Road-bridge over the Yantra immediately N. of station.
- 183½ Rustchuk line diverges N. across the Yantra. Line descends E. along fertile valley, largely cultivated by Turks.

miles

- 185 Line crosses road from Gornya to Dolnya Oreho-
vitsa. Road-bridge over the Yantra 1 mile NE.
- 189 **Kosarevets.** Line turns gradually NE.
- 193 **Dzhyulyunitsa**, alt. 262 ft. Village 2 miles S. of
station on Tirnovo-Shumla road, starting-point of
road to Elena (17 miles), and across Tverditsa pass
to Stara Zagora.
- 193½ Line crosses the **Lefedzhi Dere**, tributary of the
Yantra, and turns NNE. up wooded valley of the
Buyuk Dere, another tributary.
- 198½ Line crosses to l. bank of stream.
- 199½ **Stradzhitsa**, alt. 321 ft. Principal village in this
valley, on farther (r.) bank of stream.
- 201 Line crosses to r. bank by side of road-bridge.
- 202½ Line crosses to l. bank, and follows windings of
stream.
- 205 Line turns sharply N. and crosses to r. bank.
- 205½ **Asenovo**, alt. 370 ft. Village 2½ miles NW. Mona-
stiritsa village ½ mile SE. on farther bank of stream.
Line now resumes ENE. direction and climbs steeply
(gradient 1 in 40) up wooded defile to watershed
between Yantra and Lom valleys.
- 214 **Borisovo**, alt. 1,118 ft. Village immediately E. of line.
Line turns N. and descends.
- 216 Line turns NE. through Baldzhi Omur village.
- 220 **Popovo**, alt. 771 ft. Village 1 mile N. on a tributary
of the Lom.
- 221½ Line bends SE. and crosses another tributary of
the Lom.
- 223 Line crosses the **Kara Lom**, here a small stream,
and bends NE. up hills on farther bank.
- 232½ **Dralfa**, alt. 921 ft.
- 233½ Line now turns SE. and descends across head-
streams of the Vrana.
- 244 **Eski Dzhumaya**, alt. 511 ft. The station is ½ mile
N. of the town, on the road to Razgrad.

miles	
246	Continuing in general W. direction, line crosses the Vrana , and road from Eski Dzhumaya to Shumla.
256	Line, turning SE., rejoins the Vrana, and crosses to l. bank.
257½	Line crosses to r. bank.
259	Line crosses to l. bank.
261	Line crosses, and recrosses for last time to l. bank.
262	Preslav , alt. 298 ft. Line crosses road from Shumla to Vrbitsa pass, at foot of which Preslav town lies (6 miles SW.).
264	Line turns N. and ascends.
270	Shumla , alt. 636 ft. The station is at the E. end of the town.
270½	Line crosses Shumla-Varna road, and bends sharply ENE. across a ridge.
272	Line crosses the Ak Su stream and ascends another ridge.
272½	Line turns ESE. along ridge, and descends into valley of Madera.
273	A branch line from here to Karnobat has been projected, in order to afford an additional line across the Balkans. Nothing is known about the condition of the scheme since the outbreak of the War.
278	Line crosses the Madera and turns NE.
279	Line recrosses, and follows r. bank of stream.
285	Kaspichan (Shumla Road), alt. 305 ft., on l. bank of the Provadi Dere, which the line crosses below the confluence with the Madera a little short of station. Junction with old Rustchuk-Varna line, the eastern section of which completes the present route.
	Line now turns in general SE. direction and follows the Provadi Dere valley, frequently crossing the river for the rest of the journey.
288½	Line, after crossing a marshy widening in the valley, enters a defile, following the river closely, and descends.

miles

294 $\frac{1}{2}$ **Nevcha.** Village up valley 1 mile N. of station.299 $\frac{1}{2}$

Vyenchan village immediately N. of line, which here enters a broader and more marshy section of valley, and takes a general SSE. direction.

305

Provadia, alt. about 80 ft. Line passes through village which lies in valley $\frac{1}{2}$ mile S. of station. Valley narrows to a defile, but falls very gradually from this point to sea-level—80 ft. in 30 miles.

309

Line emerges from defile into more open slopes above l. bank of river, which here follows several channels through marshy ground.

312

Village of Testedzhi $\frac{1}{2}$ mile NE. of line.

315

Village of Sultanlar immediately S. of line, which turns ENE.

317

Sindel, alt. about 60 ft. Junction for short branch line (probably a private enterprise) to **Chalimahle**, 5 miles S. across narrow ridge dividing Provadi from Kamchik valley. The exact course of this line cannot be described, but it appears to cross the river near the station, follow up its r. bank for 2 miles to Urushkazi village, and then climb over the ridge, whose highest point hereabouts is 344 ft.

Main line now turns N.

317 $\frac{3}{4}$

Line crosses to r. bank of river, now reunited into single channel.

319 $\frac{1}{4}$

Line recrosses to l. bank.

321 $\frac{1}{2}$

Dobrich line (see mile 325) comes in from NW.

Line recrosses to r. bank. Valley widens and becomes very marshy.

325

Gebedzhe (or Belevo) at E. end of Lake Devna, along S. side of which line runs for 2 miles. Junction for Dobrich line (Route XIV).

326 $\frac{1}{4}$

Line crosses river for last time just above its outlet into Lake Devna, the N. shore of which it closely follows to Varna.

329

Malik Aladin.

miles

336

Varna. The town station is at the W. extremity of the town. The line continues another $1\frac{1}{4}$ miles SE. across the outlets of Lake Devna, to its terminus at the causeway, a port S. of the town.

ROUTE VI

MEZDRA—VIDIN, $118\frac{1}{2}$ miles

WITH BRANCHES TO BERKOVITSA AND LOM PALANKA

This line appears as completed from Mezdra to Lom Palanka in maps of 1913, and the remaining sections from Boichilovtsi to Berkovitsa and from Brusartsi to Vidin are reported to have been completed between 1913 and 1915. The course of the line is not, however, marked on any large-scale maps that are available (except between Oryeshats and Vidbol), and the details which follow must be regarded as approximate only. The distances are mostly taken from an Austrian railway map (Artaria) of 1915. The line is single throughout, and shares the general characteristics of other lines in the northern plateau of Bulgaria in being carried from E. to W. across a series of river valleys running from S. to N. It is important as being the only line which affords access to the NW. part of Bulgaria, and to the strategically important section of the Danube where Bulgaria, Serbia, Roumania, and Hungarian territories adjoin one another. It is said to have been much used for the concentration of troops on the Serbian frontier previous to the invasion of Serbia in 1915, and for the transport of munitions from the Danube into Bulgaria and Turkey.

From **Mezdra** (Route V at mile $54\frac{1}{2}$), alt. 675 ft., the line curves and climbs N. and then W. past **Bodenets** village, and cuts the Mezdra—Vratsa road near Ruska Byela village, alt. about 1,150 ft. Another curve N. over the watershed, followed by a descent, brings it to **Vratsa** station (about

12 miles), alt. 656 ft., E. of the town. The line now descends the valley of the Botunya in a general NNW. direction, past **Babino Malo**, **Krivodol**, **Rakyovo Selo**, and **Boichilovtsi** stations to its junction with the valley of the Ogost at **Mircheva** (about 36 miles), alt. about 300 ft.

Here a branch line diverges in a general SSW. direction and climbs up the Ogost valley to **Kutlovitsa** (Ferdinand), alt. 479 ft. (about 9 miles), **Borovtsi**, and **Berkovitsa** (21 miles), alt. 1,400 ft.

The main line now turns NNW. out of the Ogost valley, then W. through **Gabrovnitsa**, N. to **Metkovets**, and W. to **Brusartsi** on the Lom (53½ miles).

From Brusartsi a branch line runs in a general NNE. direction down the left bank of the Nechinska Bara past **Minkova Mahala** to **Lom Palanka** on the Danube (14½ miles).

The main line now crosses the plateau between the Nechinska Bara and the Lom in a NW. direction, and crosses the latter river and the Byelgradchik-Lom Palanka road at **Chorlevo**. Thence it follows up the left bank of the Lom to a point opposite **Drazhintsi**, where it turns W. and climbs the plateau to **Oryeshats** (70 miles), alt. about 1,000 ft., the nearest station to **Byelgradchik**, about 5 miles SW. on farther side of the Stolovaya Planina. The line turns N. again, and descends into the valley of the Akchar, joining the Byelgradchik-Lom Palanka road at **Aleksandrovo**, alt. 439 ft. Crossing the Akchar, and climbing the ridge on its W. bank by an S-curve, it descends into the valley of the Vidbol, which it follows closely in a N. direction for 10 miles, then turns sharp E. and again N. to **Vidbol**. Here the line enters the belt of marshes surrounding Vidin, following a line parallel to the Vidbol-Vidin road, in a NNE. direction, and in another 6½ miles reaches **Vidin** (118½ miles from Mezdra).

ROUTE VII

PLEVNA—SAMOVID, 25 miles

This branch line connects the Sofia–Varna–Rustchuk main line with the port of Samovid on the Danube, whence there is communication by steamer with the Roumanian railway terminus at Corabia, about 14 miles up-stream, and Turnu Măgurele, 7 miles down-stream. In 1914 two trains a day ran each way between Plevna and Samovid, taking $1\frac{1}{2}$ hour on the journey.

miles	
0	Plevna. The main line to Sofia (Route V) is followed as far as Yasen , where the branch line makes a triangular junction, and strikes N. between the Samovid road and the river Vid.
6	Metropoliya village immediately W. of line, which here bends NNE., still following road and river.
$15\frac{1}{2}$	Komarovo.
$18\frac{1}{2}$	Line comes to r. bank of river.
$20\frac{1}{2}$	Gulyantsi village on farther bank of river.
24	Alt. 98 ft.
25	Samovid , with short extension to Danube river side, and steamer station. Village 1 mile NE. on bank.

ROUTE VIII

LEVSKI—SISTOV, 32 miles

This branch line connects the Sofia–Varna railway, at a point about midway between the Plevna–Samovid and Gornya Orehovitsa–Rustchuk lines, with the Danube. Sistov is connected by steamers with Zimnicea on the opposite bank of the Danube, the terminus of a Roumanian railway. In 1914 there were two trains daily each way between Levski and Sistov, taking 2 hours on the journey.

miles	
0	Levski (Route V, mile 149). The line branches NNE.
1 $\frac{3}{4}$	Line crosses the Osma .
2	Line turns E., then through N. and W., making a loop in hills on r. bank of the Osma ; then resumes NNE. direction over plateau, leaving river valley.
8	Line crosses Plevna–Rustchuk road, and descends into valley of Osma stream.
10 $\frac{1}{2}$	Haji Musa (Morava).
13	Dragomirovo .
14 $\frac{1}{2}$	Line follows stream NNW.
20	Tatari, 1 $\frac{1}{2}$ mile W. over spur. Line turns NE. to Danube bank, which it follows closely for rest of journey, along foot of hills, the road being between it and the river.
32	Sistov . The station is at the W. end of the town, 1 mile from the river.

ROUTE IX

GORNIA OREHOVITSA—RUSTCHUK, 71 $\frac{1}{2}$ miles

This is the most important branch from the Sofia–Varna line to the Danube, giving through communication (twice daily each way in 1914) between Sofia, the lower Danube (of which Rustchuk is the chief Bulgarian port), and Bucharest (there being through connexions by steamer between Rustchuk and Giurgiu, the terminus of a Roumanian line). The journey between Sofia and Bucharest by this route occupied 14 hours by the fastest trains in 1914 ; the present section, from Gornya Orehovitsa to Rustchuk, about 3 hours.

miles	
0	Gornya Orehovitsa , alt. 456 ft. (Route V, mile 182 $\frac{1}{2}$). The main line towards Shumla is followed E. for 1 mile.

miles

- 1 Rustchuk line turns sharp N. and crosses **Yantra** river, thence continuing in general N. by W. direction.
- 3½ Line crosses spur and descends through hilly country into valley of the **Rusitsa**, tributary of the Yantra.
- 7 Line crosses the **Rusitsa**.
- 8 **Krusheto**, alt. 242 ft. Line re-enters Yantra valley below confluence with Rusitsa.
- 11 Line runs alongside Tirnovo–Rustchuk road, twice crossing it.
- 15½ Radanovo village immediately E. of line.
- 17 **Polski Trembesh**, alt. 206 ft. Line turns N. by E. still following road and river valley.
- 21 Line makes circuit round Polsko Kosovo village, between it and river.
- 24 Line crosses Plevna–Rustchuk road.
- 26 **Byela**, alt. about 85 ft. Town (alt. 229 ft.) is 3 miles E., on farther bank of river (which here bends away from railway), and on main road from Plevna to Rustchuk.
- 26½ Line crosses river and ascends in general ENE. direction with many sharp curves.
- 27½ Stirmek village immediately S. of line.
- 32 Bending SE. line crosses Plevna–Rustchuk road 2 miles NE. of Byela.
- 33½ Alt. 1,017 ft. on road immediately N. of line, which here resumes ENE. direction.
- 36 **Gorni Manastirtsi**. Line now turns N. by E., and continues through hilly wooded country above the deep-cut valleys of the Banitski Lom (Branski) and Cherni Lom.
- 44 **Dvye Mogili**, alt. about 800 ft. Village 1 mile N. of station. Line bends NE.
- 49 Alt. 826 ft. Line begins to descend more steeply.
- 52 Alt. 643 ft. Koshov village on Lom 1 mile E. Line bends NNW.
- 54 **Koshov Ivanovo**.

miles	
59	Alt. 544 ft. immediately E. of line.
61	Line crosses Plevna–Rustchuk road, and follows it closely the rest of the way.
63½	Line bends NNE., recrossing road, which now runs along Danube bank between railway and river into Rustchuk.
66½	Line crosses the Lom , and skirts vine-covered hill-side behind town.
67½	Rustchuk town station, alt. 262 ft., at S. end of town, on road leading to Varna. Line descends NNE. to river bank.
70½	Junction with Rustchuk–Varna line on river bank 1 mile NE. of town. Line turns sharp SW. along bank.
71½	Rustchuk river-side station.

ROUTE X

GORNIA OREHOVITSA—TIRNOVO—STARA ZAGORA,
88 miles

WITH BRANCH TO GABROVO AND LIGHT RAILWAY TO
KAZANLIK

This important line, providing the only direct through route between N. and S. Bulgaria, was begun as a mineral line to the Gabrovo coal-field, and finished for strategical purposes in 1912. The southern section of the line, where it crosses the Trevna pass at an altitude of over 3,000 ft., was a considerable engineering feat (see especially miles 46 and 56).

In 1914 3 trains a day in each direction ran between Gornia Orehovitsa and Tirnovo, and 2 between Gornia Orehovitsa and Plachkovtsi, taking 40 minutes over the former journey and 4 hours over the latter. No times are available for the southern part of the line.

miles

- 0 **Gornya Orehovitsa**, alt. 456 ft. (Route V, mile 182½).
Line runs W. between Yantra river and steep vine-covered hills.
- 2¾ Line turns sharp S. into the Yantra defile, closely following river.
- 3 Alt. 341 ft. Samovodeni village on Rustchuk-Tirnovovo road on farther bank.
- 5 Line turns SE. near **Trapezitsa** (exact situation of station uncertain).
- 7½ Line turns SSW., and passes under the rocky peninsula on which Tirnovovo stands by 2 tunnels and 2 bridges over the **Yantra**.
- 8½ **Tirnovovo**, alt. 508 ft. Station on S. side of town. Line continues S. up the Yantra defile.
- 9½ Line turns W., crossing Tirnovovo-Drenovo road.
- 11 Line turns S., leaving the Yantra, and ascends winding valley of the **Drenovo** (tributary of Yantra), in general SW. direction.
- 11½ Line crosses river to l. bank.
- 14½ **Deselets**. Village 2½ miles ENE. of station, on Tirnovovo-Drenovo road.
- 16¼ Line turns S. across river.
- 18 **Kosarka** (Sokolovo).
- 20 Line twice crosses Tirnovovo-Drenovo road at Sanchovets village, and recrosses to l. bank of river.
- 22 Line recrosses river and road at N. end of Drenovo town.
- 23 **Drenovo**.
- 23½ Continuing in SW. direction and still following river, line crosses Drenovo-Gabrovo road.
- 25 Line curves round prominent hill to SSE.
- 27 Line crosses to l. bank of river.
- 27½ Branch line from Gabrovo comes in from NW. Line recrosses Gabrovo road.
- 28 **Tsareva Livada**, alt. 1,115 ft. Junction for Gabrovo. Village ½ mile N. at junction of Gabrovo and Trevna roads.

miles

The branch line to Gabrovo, diverging NW. at mile $27\frac{1}{2}$ above, continues for another mile down the valley, then bends sharp SW. up a tributary valley. At mile $4\frac{1}{2}$ it crosses the Gabrovo road, 2 miles farther on turns W. at the summit of the hill, alt. 1,561 ft., in another 3 miles descends into the upper Yantra valley, crossing road and river, and turns S. to **Gabrovo** ($10\frac{1}{2}$ miles), alt. 1,256 ft.

This line is hilly, with gradients of 1 in 40 and many tunnels.

The main line now follows the Drenovo river closely up a winding defile in a general SE. direction, the road, which it crosses $\frac{1}{2}$ mile beyond the station, taking a parallel course along the hills on the l. bank.

33 $\frac{1}{2}$ **Trevna.** The valley and line here turn SW. for 2 miles before resuming their SE. direction.

35 Alt. 1,489 ft. on road beside line.

35 $\frac{1}{2}$ Line turns S.

38 $\frac{1}{2}$ **Plachkovtsi.** Line resumes general SE. direction.

40 Line diverges from road, and begins series of windings up Trevna pass.

45 Line crosses road for last time at foot of Trevna (road) pass, and climbs W.

46 Line makes spiral curve of $1\frac{1}{4}$ mile radius into hills N., then resumes direction S., crossing summit of **Krestets** pass (3,359 ft.).

48 **Byesovets** (Makma Reka) station. Line now begins to descend SSE. down **Popovska** defile.

52 $\frac{1}{2}$ **Borushitsa.**

56 Line makes S-shaped curve of 1 mile radius at 3 levels into hills E., including longest tunnel in Balkan Peninsula, 1,209 yds., then resumes SSE. direction down defile.

61 $\frac{1}{2}$ **Popovtsi.**

miles	
64½	Dobovo. Village 2 miles S. Line emerges from hills into plain of Tunja, and turns SW.
71	Tulovo. Junction for light railway to Kazanlik , 8½ miles NW. (under construction in 1914 and probably completed).
71½	Line crosses Kazanlik–Stara Zagora road.
74	Line crosses river Tunja , alt. about 1,013 ft., and winds up Sredna Gora hills in general SE. direction.
77	Line rejoins Stara Zagora road. Alt. 1,538 ft.
79½	Zmeyново (Dervent). Line follows road S. down Buaza valley and makes circuit round town on E. side.
88	Stara Zagora , alt. 557 ft.

ROUTE XI

PHILIPPOPOLIS—BURGAS, 181½ miles

WITH BRANCH TO SLIVNO

Since the completion of the junction at Philippopolis, this line has afforded an important through route between Sofia and Burgas. Skirting the S. slopes of the Balkans, it shares the characteristics of the Sofia–Adrianople rather than of the Sofia–Varna line, running through fairly easy country. The cost of construction of the Yamboli–Burgas section was about £4,000, and that of the Chirpan–Nova Zagora section about £2,000, per kilometre, as against £10,000 for the Sofia–Roman section of the Varna line.

miles	
0	Philippopolis station, alt. 528 ft. (Route III, mile 136). The line branches NW., crosses the Maritsa, and makes a circuit across marshy ground (rice-fields) surrounding the city to N. and E., crossing in succession the roads to Tatar Bazarjik, Koinare, Karlovo, and Brezovo. Previously the line made its

miles

terminus on the N. outskirts of the city (suburb of Karshiaka): the course of the new extension cannot be exactly stated.

1 $\frac{1}{4}$ Bridge over the **Maritsa**, 328 ft. long. Line is now carried on along embankment with many single arches.

From the point where it crosses the Brezovo road the line runs E. across rice-fields. Its exact course between here and Chirpan is uncertain, but it is practically straight.

20 **Belosem.**

22 $\frac{1}{2}$ **Giren.**

35 $\frac{1}{2}$ Two sharp curves and cuttings.

36 $\frac{1}{2}$ **Chirpan**, alt. about 600 ft.

The line enters vine-covered hills, and winds in a general NE. direction, following the Chirpan-Stara Zagora road.

37 $\frac{1}{2}$ Line crosses road, and passes through cuttings, with sharp curves and steep gradients.

41 Line recrosses road by bridge.

42 $\frac{1}{2}$ Line recrosses road, and turns E. During the next 7 miles there are sharp curves, cuttings, and embankments.

43 $\frac{1}{2}$ Alt. 846 ft. $\frac{1}{2}$ mile N. of line.

44 $\frac{1}{2}$ Line turns ESE. down the **Chanleika** valley.

49 Line crosses Chanleika and turns N. up tributary valley.

51 **Mihailovo**, alt. 623 ft. Line now runs in general NNE. direction, with many curves and small embankments.

53 $\frac{1}{2}$ Alt. 771 ft. $\frac{1}{2}$ mile W. of line.

55 $\frac{1}{2}$ Line crosses the **Vrbovka** stream.

56 Dzhambazito village immediately W. of line.

65 **Stara Zagora**, alt. 557 ft. Station at SE. end of town, on road to Seimen and Adrianople. Trans-Balkan line to Tirnovo and Gornya Orehovitsa

miles	(Route X) here diverges N., and Burgas line continues E., following general direction of Stara Zagora road.
69	Alt. 567 ft.
77	Tsar Asparuh (Savlaköi).
86½	Nova Zagora , alt. 423 ft. Junction for Tirnovo-Seimen line (Route XII). Town ½ mile N. of station. Line continues ENE.
94½	Konyovo village immediately N. of line, which turns E. by S.
97	Line makes loop S. between two isolated hills, then continues ESE.
100	Kermenli , alt. 528 ft. Town immediately N. of line. Line now descends gradually ESE. towards Tunja valley.
105	Alt. 603 ft. ½ mile N. of line.
108½	Alt. 518 ft. ½ mile S. of line, which turns E.
110½	Alt. 449 ft. on Yamboli-Adrianople road ¾ mile SE. Line turns NNE.
113	Yamboli , alt. 423 ft. Town lies 1 mile SE. of station, and is approached by road with 2 bridges over Tunja.
113¼	Line crosses Slivno road and continues NNE.
116	Line curves to E. by causeway over marshes at junction of Yome stream with Tunja.
119	Bridge over the Tunja , alt. about 450 ft. Kulakli village immediately N. of line, which now runs ENE.
123	Zimnitsa , alt. about 500 ft., on important road from Shumla and Eski Dzhumaya to Adrianople.
	Junction for line to Slivno (15½ miles), which diverges NW. In 1914 2 trains a day ran each way on this line, taking ¾ hour on the journey. Its exact course cannot be stated.
127	Main line continues E. by N. Straldzha.

miles	
134½	Unnamed station. Alt. 498 ft., 1 mile NW. Line turns ENE.
137½	Line turns NE. into hills, following Asmak stream.
139½	Line crosses Yamboli-Burgas road, and turns E.
145	Karnobat . The town is 1 mile SW. Line now climbs NE. across watershed between Aegean and Black Sea basins.
149	Alt. 574 ft.
150½	Watershed, alt. about 600 ft. Line descends into valley of the Aitos Dere .
155	Line turns ESE.
161	Aitos , alt. about 230 ft. Meeting-place of roads from Shumla and Yamboli to Burgas. Station at S. end of town.
	Line now runs SSE. down l. bank of Aitos Dere.
169½	Kayali , alt. 85 ft. Village on farther bank of stream.
176	Line reaches N. shore of Karayunus lake, and follows it first E., then S.
178	Alt. 13 ft. Line turns E. across isthmus between lake and sea.
181½	Burgas , station by port at S. side of city.

ROUTE XII

SEIMEN (TIRNOVO SEIMEN)—NOVA ZAGORA,
38½ miles

This line was constructed by the Oriental Railway Co. for the Turkish Government, and was subsequently purchased by Bulgaria. It traverses the eastern part of the Philippopolis basin from S. to N., serving a fertile corn district, and carrying a considerable trade, especially in harvest time, towards both Burgas and Dedeagach. It follows the valley of the Sazlu stream (a tributary of the Maritsa) throughout, and at an easy

gradient. There was one train a day each way by this line in 1914, taking 2 hours over the journey.

miles

0	Seimen station, alt. 301 ft. (Route III, mile 198½). The line follows the main line towards Sofia for ½ mile, then diverges N.
¾	Line crosses the Maritsa by a steel bridge 1,361 ft. long, set on a curve, and carried on 5 piers, of which 2 are on the bank and 3 in the stream.
1	Line turns ENE. along l. bank of the Maritsa.
2½	Line turns N. up valley of Sazlu stream, ½ mile above its confluence with Maritsa, and follows its r. bank and that of the Asmak the whole way to Nova Zagora.
5	Bridge over tributary of the Sazlu.
9½	Karabunar , alt. 314 ft. Village ½ mile NE. on farther bank of stream.
10¾	Line turns NE. Many cuttings and small bridges during next 6 miles.
12½	Line turns ESE.
13½	Line resumes general NNE. direction.
15	Embankments and bridges during next 3 miles.
19½	Line turns NNW.
21½	Line turns NNE.
23	Radne Mahle , alt. 354 ft., approached by a cutting. Village ½ mile E. on farther bank of stream.
38	Line makes junction with Philippopolis-Burgas line.
38½	Nova Zagora , alt. 423 ft.

ROUTE XIII

VARNA—RUSTCHUK, 138½ miles

The first section of this line, from Varna to Kaspichan (51 miles), is described in the reverse direction as part of Route V (miles 285–336). The whole line was originally constructed by an English company in 1868. Its importance is not only commercial, but also strategical, since it runs

throughout its course parallel to the Bulgarian-Roumanian frontier, at an average distance of about 18 miles.

miles

- | | |
|-------------------|--|
| 0 | Varna (Route V, mile 336). |
| 51 | Kaspichan (Shumla Road) (Route V, mile 285), alt. 305 ft. From here general direction of line is NW., ascending valley of the Kanara Dere . |
| 51 $\frac{3}{4}$ | Line crosses Shumla—Novi Pazar—Varna road. |
| 60 | Alt. 554 ft. Line continues to ascend more steeply. |
| 64 | Line bends round Kayali Dere village. |
| 68 $\frac{1}{2}$ | Shaitandzhik , alt. 1,095 ft. |
| 73 $\frac{1}{2}$ | Line turns W. |
| 77 | Line passes through Yeniköi village, and turns NW. |
| 78 | Line turns NE., then NW. again, still climbing. |
| 81 | Alt. 1,476 ft. Summit of line. General direction of line now WNW. |
| 82 $\frac{1}{2}$ | Ashiklar . Line begins to descend along edge of plateau overlooking valley of the Byeli (Ak) Lom. |
| 84 $\frac{1}{2}$ | Alt. 1,358 ft. |
| 90 | Alt. 1,364 ft. |
| 95 $\frac{1}{2}$ | Razgrad , alt. 1,177 ft. Station lies on edge of plateau 3 miles NNW. of town, which is in valley of the Byeli Lom, at junction of Varna—Rustchuk and Eski Dzhumaya—Rustchuk roads. |
| | Line now turns N., leaving edge of plateau and winding through intricate hilly country on N. side of Byeli Lom valley. |
| 102 $\frac{1}{2}$ | Alt. 1,000 ft. Line turns WNW. |
| 110 $\frac{1}{2}$ | Alt. 846 ft. |
| 113 $\frac{1}{2}$ | Alt. 810 ft. |
| 115 $\frac{1}{2}$ | Vetovo . Village $\frac{1}{2}$ mile NE. of station. Line now diverges from Byeli Lom valley, following general direction of Razgrad—Rustchuk road. |
| 127 | Chervenavoda . Village 1 mile NE. of station. Line turns W. Alt. 575 ft. 1 mile NW. |
| 129 | Line bends NW. again, then N., climbing across spur on which Rustchuk stands, 3–4 miles E. of town. |

miles

- | | |
|-------------------|---|
| 135 | Obrajtsov Chiftlik. Line descends to bank of Danube. |
| 137 $\frac{3}{4}$ | Junction with Sofia–Rustchuk line. Line crosses Rustchuk–Silistra road and turns SW. along Danube bank to terminus. |
| 138 $\frac{1}{2}$ | Rustchuk, alt. 75 ft. |

ROUTE XIV

VARNA—DOBRICH, 56 miles

During 1914 two trains ran each way on this line daily, taking from 3 $\frac{1}{2}$ to 5 $\frac{1}{2}$ hours on the journey. The line is under the management of the Bulgarian General Board of State Railways and Ports as far as the frontier at Oborishche. Exact details as to the course of the line, and the distances between the stations, are not available for the central section, from Reka Devna to Bogdanovo. The first 16 miles of the line are practically level: the rest lies through country which is continuously hilly, but whose summits do not rise above 800–1,000 ft. No details are available as to permanent way or rolling-stock.

miles

- | | |
|------------------|--|
| 0 | Varna. The terminus of the line is at the port and causeway S. of the town: from here a connecting line runs 1 $\frac{1}{4}$ mile NW. across the outlets of Lake Devna to the principal station, which is on the western outskirts of the city. |
| 1 $\frac{1}{4}$ | From Varna , alt. sea-level, the line follows the N. shore of Lake Devna. |
| 8 $\frac{1}{4}$ | Malik Aladin. |
| 11 | Line crosses to r. bank of Provadi Dere just above its outlet into the lake. |
| 12 $\frac{1}{4}$ | Gebedzhe (or Beleva) at E. end of Lake Devna; junction of Varna–Rustchuk and Varna–Dobrich lines. The two lines run together along the S. side of the lake. |

miles

- 16 Lines cross to l. bank of river at W. end of lake. Dobrich line diverges in general N. direction.
- 21 **Reka Devna**, on Shumla-Varna road, $1\frac{1}{2}$ mile ENE. of Devna village. Line continues N. up valley of Devna stream, whilst Shumla road diverges NW.
- 31 **Novi Gradech**, station for Kozludzha, which lies E. Line now bends NNE., then N. again.
- 41 **Vltzi Dol**, station for Emirköi (Emirovo), which lies N. Line now turns ENE., then NE. to the frontier.
- 46 **Oborishche**, on the Bulgarian-Roumanian frontier. Line bends ENE. again, then NE.
- 51 **Bogdanovo**.
- 56 **Dobrich**. The station is $\frac{1}{2}$ mile S. of the town, on the Varna road, which comes in here. The Roumanians have linked up this line with their new line from Dobrich to Medgidia.

OTHER LINES

LIGHT RAILWAYS (NARROW GAUGE)

KUSTENDIL-DUPNITSA, about 25 miles

This is probably a light railway. It forms a most important link in the Serbo-Bulgarian railway system. The route which it follows is probably the same as the Kustendil-Dupnitsa road (see Route 45). In May 1916 trains were reported to be running.

RADOMIR-DUPNITSA (48 miles)—JUMA'-I-BALA-STRUMA VALLEY

This light railway was to have been begun in 1914. It is reported (Jan. 1917) to have been completed from **Radomir** through **Dupnitsa**, and through the **Kryesna** defile and **Livunovo**, 19 miles N. of Demir Hisar, to **Rupel**. A section has been completed connecting this line with **Strumitsa** station.

KASPICHAN—SILISTRA, about 60 miles

This line, narrow-gauge, was reported (April 1917) to have been completed.

TULOVO—KAZANLIK, $8\frac{1}{2}$ miles

A light railway between these places was reported to be under construction in 1914, and has probably been completed (cf. Route X at mile 71). Its object is no doubt primarily commercial, to serve the attar-of-rose trade of the Kazanlik district. But it is intended ultimately to link up this line with Karlovo and Sofia westward, and Slivno eastward.

LINES PROJECTED

HASKOVO—MASTANLI—KIRJALI—NARLIKÖI—PORTO LAGOS

This line was being actively surveyed in 1912–1913. Its length will be 108 miles, its estimated cost 1–1½ million sterling. It is to be built in four sections by contract. It will include two tunnels of 2,187 yds. and 2,734 yds. There is no evidence that the work has yet begun.

It was intended, in connexion with this line, to build a new bridge over the Danube, either at Sistov or at Nikopol, and so to make a through route from Roumania to the Aegean via this line and the Stara Zagora–Tirnovovo line. A new harbour was to be constructed at Porto Lagos, SE. of the present village, and the place developed as a Mediterranean port.

SOFIA—KARLOVO—TULOVO—SLIVNO (cf. under Light Railways, above).

PLEVNA—LOVETS—GABROVO.

YAMBOLI—KIZIL AGACH—TURKISH FRONTIER.

PHILIPPOPOLIS—KARLOVO.

None of these lines, so far as is known, is yet under construction.

GAZETTEER OF TOWNS

AITOS. Alt. 225 ft. Pop. about 3,600, much reduced by pestilence and emigration since 1829, when it was said to be 25,000 (Moltke). A town and railway station on the Yamboli-Burgas line. Roads to Burgas, Karnobat, Shumla, and Varna. The lagoons of Burgas are visible from the Hissar Bair hill above Aitos (Route 120).

BURGAS. Pop. (1908) 13,000. Town on W. shore of Burgas Bay on Black Sea. Port of former Turkish province of Eastern Roumelia. Terminus of Philippopolis-Yamboli-Burgas railway. For some years before the Balkan War the place was expanding and its trade increasing. Principal imports, general merchandise ; exports, grain, flour, bran, wool, butter, cattle, &c. Steamers plied regularly to Constantinople and Varna, also to London, before war.

The harbour is formed by two breakwaters. Part of it was dredged to 24 ft. in 1908. The railway comes down to the quays.

The climate is unhealthy in summer. The southern portion of the western shore of the bay is low, sandy, and covered with reeds. The town stands on higher ground at the northern end of this portion of the shore ; farther northward the shore narrows to a spit separating the bay from a lagoon to the west. A military station belonging to the Balkan Divisionary region. Road to Slivno, via Karnobat, 66 $\frac{3}{4}$ miles. (Route 120.)

BYELGRADCHIK. Alt. 1,804 ft. Pop. 1,100. A town in NW. ; by road, 96 $\frac{1}{2}$ miles from Sofia (via Berkovitsa), 30 $\frac{1}{2}$ miles from Vidin. It is situated in hilly country close to a remarkable group of red sandstone pinnacles, on and partly enclosing which is a fortress intended to protect the frontier in this region against Serbia. There are copper mines in the

neighbourhood. A military station belonging to the Vidin Divisionary region.

DEDEAGACH (see Maps between pp. 142 and 143). Pop. 3,000 to 4,000. In the S., on the coast of the Aegean Sea. A port of considerable strategical importance, belonging to Bulgaria since the Peace of Bucharest. The streets are wide, and there is a metalled road leading to the boat harbour and the railway stations. The town is healthy, though the swamps at the mouth of the Maritsa to the E. are malarious. The water-supply is from a spring, from a small reservoir NW. of the town, and from wells, and is rather scanty in summer; but a fairly plentiful supply in winter is to be found in the Bodoma stream from the hills to the N. There is a steam flour-mill and petroleum stores; the barracks are near the shore, west of the town.

The port is an open roadstead; water is shallow inshore, and vessels have to anchor from $\frac{1}{2}$ to 1 mile out, and discharge into lighters. Northerly gales are prevalent. The anchorage is unsheltered from southerly winds, which are sometimes so violent as to prevent communication with the shore. The boat harbour is protected (except from SE.) by a concrete wall. There is a crane to lift about 2 tons. West of the harbour is a lighthouse. On the quay are some iron sheds for storing grain (the chief export); railway sidings run to the sheds and along the quay, but the space is very cramped. At the extreme E., along the beach, are seven short jetties made of trestles of iron rails with wood planking, used for loading lighters in fine weather; this part of the beach is protected from the sea by a wall of masonry 12 feet high.

The Salonica-Dedeagach railway line here joins the Dedeagach-Adrianople railway. The station of the former is to the W. of the town, and 400 yards from the sea. The other station is 1 mile E. of the town. The two stations are connected by a loop line (single).

The ground for some 2 miles to the N. of the town is gravelly, dotted with large trees, and suitable for camping.

DEMOTIKA. Pop. 8,000 to 10,000 (2,200 houses), mostly Mohammedans. Close to the Turkish frontier (SE.). Built

in an amphitheatre on the left bank of Kizil Deli Chai, a large mountain stream flowing from the west, at the base of hills crowned by a ruined castle where Charles XII of Sweden was imprisoned (1713–14). Much silk is produced, and also pottery, and the town is the market for a pastoral district producing cheese, eggs, cereals, and tobacco. The environs are subject to inundation, against which works have been begun.

There is a cavalry barrack for two regiments, the usual garrison during the Turkish régime.

The station lies about a mile E. of the town, with which it is connected by a chaussée. It has three sidings of 400 yds. each, and a small goods station with a loading platform. There is a ferry across the Maritsa. Demotika was ceded to Bulgaria in 1913.

In addition to roads NW. to Ortaköi, $24\frac{1}{2}$ miles (Route 2), and S. to Dedeagach and N. to Adrianople (Route 1), there are cart-tracks NW. across low hills into the Arda valley.

DUPNITSA. Alt. about 1,850 ft. Pop. 11,240. A town about 39 miles SSW. from Sofia. It is commanded by rocky, bare hills of moderate height, much overgrown with thistles; those to the NE. have vineyards.

The town has many fountains. The streets are badly paved, and are dirty when it has not rained and muddy after rain.

Dupnitsa is a military station belonging to the Rila Divisionary region. For railways see p. 491.

GABROVO. Alt. 2,100 ft. Pop. 8,000. A town on the upper Yantra; terminus of a branch line from the Stara Zagora–Tirnovο railway. At the N. end of the Shipka pass. It occupies both banks of the river, and has six bridges, of which one, near the middle of the town, consists of a single stone arch. The railway station is to the N. side of the town and W. of the Yantra.

Being well equipped with water-power, Gabrovo possesses several industries, more particularly heavy cloth, pottery, cutlery (for which the town is celebrated), and gold embroidery.

GUMULJINA. Alt. 200 ft. Pop. (in 1909) about 12,000, including 1,500 Turkish, 500 Greek, and 50 Bulgarian families,

besides a few Jews and Armenians. A town on the Salonica-Dedeagach railway, connected by road with Xanthi and with the Aegean ports of Dedeagach and Porto Lagos. It is the starting-point of the important S. to N. route by Kirjali through the Rhodope to Haskovo (see Routes 8 and 9), also NE. to Adrianople (Route 5) and Mustafa Pasha (Route 6). The town is situated in a fertile plain which is cultivated for maize, corn, and tobacco. It is irregularly built along the banks of the Karaja Su and other streams, which are usually dry, but are bridged for foot passengers in wet weather. The houses are surrounded by gardens and orchards. Drinking water is obtained chiefly from wells, and is fairly good. The site of the town is rather malarial.

The railway station (on the Salonica-Dedeagach line) is $\frac{1}{2}$ mile S. of the town, with which it is connected by a good chaussée.

A considerable trade in local products is carried on with the hill districts to the N., and Gumuljina is a good centre for purchasing mules. Fairs are held in March. There is a steam flour-mill in the town.

HASKOVO. Pop. 14,928. Situated on the Hasköi Dere, a small tributary of the Maritsa, on the N. slope of the eastern Rhodope mountains, 9 miles S. by W. of the station of Kayadzhik (on the line from Philippopolis to Adrianople), with which it is connected by a road. It trades in tobacco and grain, and has coal mines and sulphur baths.

JUMA'-I-BALA (Dzhumaya). Pop. 4,000. A town 21 miles SW. of the monastery of Rila. The town is built on both banks of a small river, the Bistritsa, a little above its junction with the Struma. Tobacco is much grown in the neighbourhood, and trade in this article is the chief business of the town, but it produces woollen fabrics, and possesses dyeworks, and hot springs are made use of for baths. Flax is cultivated in the district.

The town is important strategically as the meeting-point of the main routes from S. to N. by the Struma valley and by the Myesta valley (Routes 26-29).

KAZANLIK. Alt. 1,306 ft. Pop. (1905) 10,790. The chief

town of a district of the department of Stara Zagora (Eastern Roumelia), which is one of the principal seats of the attar-of-roses industry. It is situated on the south side of the Shipka pass (the road to Gabrovo and Tirnovo) on the upper portion of the Tunja, 20½ miles NW. from Stara Zagora. The town is surrounded with almond and chestnut trees, and the whole district is devoted to rose growing. A military station belonging to the Tunja Divisionary region.

KUSTENDIL. Alt. 1,625. Pop. (1910) 13,748 (including a few Turks and Spanish Jews). In W., near the Serbian frontier. Capital of a department of the same name; seat of a Greek archbishop; customs station and garrison town. Situated on the south side of a basin in mountainous country on a small affluent of the Struma. It has narrow uneven streets, and houses mostly of clay and wood. Its red roofs and white minarets amid vineyards and terraced gardens on slopes of Mt. Osogov are picturesque and characteristic. There is a fine view of the town from overhanging Hisarlik, on which is a fortress. Kustendil is chiefly notable for its hot sulphur springs with bathing establishments. Small quantities of gold and silver are obtained from the neighbouring mines. Vines, plums, and tobacco are much cultivated. Leather industry. Blacksmiths and armourers.

LOVETS (Lovcha). Alt. 570 ft. Pop. 8,000. A town on the Osma, a river rising near the Trojan pass and entering the Danube above Nikopol. Lovets is an important road centre (roads from Tirnovo, Plevna, Philippopolis, and Trojan). The hills in the neighbourhood rise to over 1,750 ft. There are many tracks across the hills to Plevna.

MELNIK. Alt. 1,214 ft. Pop. 5,500, mostly Greek. A town in SW., about 10 miles N. of a point on the Bulgaro-Greek frontier to the N. of Demir Hisar (Greece). It is situated on a small eastern tributary of the Struma on a rocky slope, cut up by ravines, at the foot of the mountains which surround the town. It is liable to floods from mountain torrents in wet weather. There are vineyards round Melnik. Seat of a Greek archbishop. (See Routes 26-29.)

MUSTAFA PASHA (Svilen). A town of 4,000 inhabitants, on the Maritsa, close to the Turkish frontier, about 3 miles from Mustafa Pasha railway station (altitude of which is 206 ft.) on the Belgrade-Constantinople line. A stone bridge across the river.

NEVROKOP. Alt. 1,853 ft. To the SW. of the Rhodope; the principal town of the hilly country along the upper Myesta, lying in a fertile basin, bearing maize and tobacco, draining eastward to that river. It was formerly the chief military centre on the Turco-Bulgarian frontier, and its military importance has been appreciably increased recently, and even since the War began, by the construction of roads, some of which are reported to be fit for motor transport, to places to the N., NE., and W., carried through difficult mountain country.

PERNIK. A colliery village $10\frac{3}{4}$ miles from Sofia. No passenger station, but connected by a branch line (about 1 mile) with the Sofia-Radomir-Gyueshevo railway. The coal is worked by the State; the pit is near Moshino, at which place coal was raised until 1891.

PHILIPPOLIS (Bulgarian **Plovdiv**, Turkish **Felibe**). Pop. (1910) 47,981, of whom two-fifths were Bulgarians, one-sixth Turks, one-eighth Greeks, Jews, Armenians, and Gipsies. Capital of the Bulgarian department of the same name, the head-quarters of a brigade, the seat of Bulgarian, Greek, and Catholic bishops, and the strategical and commercial centre of the Maritsa plain. There is a community of 3,000 Bulgarian Catholics living together in the Pavlikano quarter.

Situation.—The town is situated on the main road and railway from Sofia to Adrianople, 96 miles ESE. of Sofia and 112 miles WNW. of Adrianople, at the junction of the important commercial railway route via Stara Zagora to Burgas on the Black Sea coast. It stands on the right bank of the river Maritsa, among a group of seven conspicuous granite hills, of which three are included in the town.

Description.—The town is mainly composed of wooden houses, but a number of buildings in European style have

been erected, and there are many broad and well-paved streets with good shops. There is a modern quarter, with villas and gardens, towards the station. The residences of the richer Greeks and Bulgarians are chiefly on the N. side of the Yambaz Tepe, the highest of the three hills within the circuit of the town. There is a new royal palace on the Bunari Tepe, a clock-tower and park on the Sahub Tepe. Near the Maritsa is a public park made by the Russians in 1877. There are also some 26 mosques, 13 churches, many schools, a public library, a hospital, a museum, a court-house, a new Greek cathedral, banks, consulates, and hotels.

Resources.—The chief exports are rice, attar of roses, and silk cocoons; also wheat, wine, tobacco, alcohol, and hides. The trade is mainly in the hands of Bulgarians, Armenians, and Spanish Jews. There are silk, cloth, and albumin factories, distilleries, &c.

PLEVNA (Turk. and Bulg. **Pleven**). Alt. 165 ft. Pop. 23,049. A town on the Tuchenitsa, a small stream flowing into the river Vid after having united with the Grivitsa brook.

Plevna is built between and on two small hills. It is an important market for cattle, wine, and other produce; situated on the Sofia–Varna railway about 120 miles from Sofia. There is a branch line to Samovid on the Danube. Plevna is the head-quarters of a divisionary district. It was defended for 5 months by Osman Pasha in 1877 against the Russians and Roumanians.

PORTO LAGOS (Turk. **Karaagach**). Pop. 110. A small port at the head of the bay of the same name between Fenar Point and Cape Balustra (long. 25° E.). The port is situated on the shore of a lagoon opening into the large marshy lake of Buru. It consists of about 12 Greek houses, with 2 small hotels. Porto Lagos is the place of export for the important tobacco, wool, and cereal products of the districts of Xanthi, Gumuljina, &c. It contains a custom-house, quarantine station, telegraph and post office, and stores. Small sailing barges can unload at the quay opposite the custom-house. The quay is of stone, about 100 yds. long. Large vessels

anchor to W. of the lighthouse on Cape Balustra, off the entrance to the bay.

PROVADIA. Pop. about 5,000. A town on the Provadi Dere, and railway station on the Rustchuk-Varna line; 106 miles from Rustchuk; 64 miles from Burgas. The station is to N. of the town and on the W. bank of the river. The town lies between two masses of rock, E. and W.

RAZGRAD. Alt. 959 ft. Pop. 13,871. A town on the Byeli Lom. A large amount of local produce is marketed in Razgrad. The railway station is $1\frac{3}{4}$ mile from the town, on the Varna-Rustchuk line. In 1877 the head-quarters of the Turkish forces opposed to the Russian army commanded by the Tsarevitch was at Razgrad.

RUSTCHUK. Pop. 33,600. A town and port on the Danube 298 miles above Sulina, and opposite Giurgiu (Roumania), from which place the town was reduced by bombardment in 1877 by the Russians. Railway station about a mile below the town; railway communication with (a) SE., Kaspichan (84 miles) and Varna ($135\frac{1}{2}$ miles); (b) S., Gornya Orehovitsa (69 miles). The railway station has accommodation for rolling-stock; about 10 trains (40 trucks per train).

Steamboats run to Giurgiu.

Rustchuk is the capital of the department of the same name, and is built on the right bank of the Kara Lom (not to be confused with the Lom in NW. Bulgaria, on which Lom Palanka stands, or with a third small stream which enters the Osma from the E. some miles above Bulgareni). It is the head-quarters of the Bulgarian naval flotilla and of a military division. There is a military hospital about 500 yds. W. of the railway station, close to the bank of the river. It is a strong stone building capable of being put in a state of defence. It is also used as a quarantine station. (The Kara Lom enters the Danube about $2\frac{1}{2}$ miles above the town.) Rustchuk, Silistra, Varna, and Shumla formed the Bulgarian Quadrilateral of fortresses in 1877-8.

The trade of Rustchuk includes breweries, soap-works, dye-works, tanneries, saw-mills, brick-making, and gold and silver

filigree work; the town is celebrated for a certain kind of fine black pottery ornamented with silver.

SAMOKOV. Alt. 3,054 ft. Pop. (1910) 10,440, including about 1,000 Spanish Jews. Seat of a Greek bishop. The town is situated in a fertile plain, with excellent pasture and arable land, on upper course of the Isker, SE. of Sofia. It has 12 mosques, 5 churches, a seminary, a nunnery, and an American mission.

Iron ore (a magnetic oxide of iron, containing 60–70 per cent. of metal), collected in alluvial deposits from streams from the Vitosha Planina, was formerly obtained in considerable amount, which, however, has decreased. There are tanneries, carpet factories, morocco leather and lace factories. Samokov is the centre of a considerable trade in butter and cheese. Owing to its plentiful water-supply and healthy climate Samokov has become a popular summer resort. Higher up in the mountains SSE. from the town, and about 4 hrs. (8 miles) from it, lies the village of Chamkoriya, near which are baths and summer residences much frequented by the well-to-do. The road to it from Samokov starts S. and turns E. across hills. The baths may be reached by another road which leaves the main road to Kocherinovo $4\frac{1}{4}$ miles from Samokov, turns E., and then S.

SHUMLA (Sumen). Alt. 636 ft. Pop. 22,290 (largely Turkish). An important town, railway station, and fortress, on the NE. slopes of a tabular, horse-shoe shaped group of hills, called the Aisk Balkan, the highest point of which, a little S. of W. from the town, is about 1,650 ft. On the plateau of these hills are the ruins of the old Turkish citadel famous in the military history of this region. Though not on the Danube, it is reckoned as one of the great Danube fortresses, in company with Rustchuk and Vidin. From 1649 onward it has been more than once strengthened; in the nineteenth century the defensive arrangements of the place took more and more the character of a great entrenched camp, with numerous out-works.

Shumla, which is on the Sofia-Varna line, is well supplied

with water, though no large river passes through it. Numerous small streams descend from the Aisk hills, which unite in the lower ground and finally reach the Akili Kamchik, which flows to the Black Sea. A military station belonging to the Preslav Divisionary region. The buildings include 47 mosques, 2 Bulgarian churches, 1 Greek and 1 Armenian church, and 1 synagogue. The population has decreased a little during the last 20 years. The town is divided into two parts, the Turkish quarter being the older. The Bulgarian portion consists of the Upper (Gorni) and Lower (Dolni) quarters; the former (about 770 ft.) is occupied by the richer inhabitants. There are several military establishments, besides the old cavalry barracks, the Pasha's palace, and the hospital, among the public buildings. The Bulgarians have established schools and other features of a modern civilized town.

SISTOV. Pop. 13,408 (3,000 Turks). A port on the Danube, situated at a point where hills approach the river. Anchorage opposite the middle of the town and a little over $\frac{1}{2}$ mile SW. of the Zimnicea steamer pier. The Danube between these two towns is 710 yds. wide. The Russian main army crossed the river here in 1877. Railway to Levski on Sofia-Varna line (32 miles). There are two trains daily (2 hrs.) (see Route VIII). The railway station is at the W. end of the town, and 1 mile from the river.

Sistov is an active market for wine and grain, and has important fisheries, carp and sturgeon being caught in considerable quantities, partly for export when dried. The large lake to the W., separated from the river by a low bar, often overflowed, is well stocked with fish. The town has suffered great disasters in the past, but has always recovered from them owing to its advantageous situation.

SOFIA (Bulgarian **Sredets**, i. e. 'central town', a name significant of the aspirations of the people, but now little used), the capital of Bulgaria, the seat of government, the headquarters of a brigade, a university town, and the seat of Greek and Bulgarian bishops. Population 102,812 (1910), increasing rapidly. Of this number 83,403 (81 per cent.) were Greek

Orthodox, 2,440 ($2\frac{1}{4}$ per cent.) Mohammedans, 2,690 ($2\frac{1}{2}$ per cent.) Catholics, 12,852 ($12\frac{1}{2}$ per cent.) Jews, 794 Protestants, and 446 Gregorian Armenians. As to language, 44,895 men and 36,010 women, total 80,905 (80 per cent.), speak Bulgarian ; the remaining 10,739 men and 11,165 women (20 per cent.) speak other languages. 36 per cent. of the population were born in Sofia, 17 per cent. in other parts of the department of Sofia, 28 per cent. in other departments of Bulgaria, and 18 per cent. abroad. Out of the population of 71,888 above 7 years of age, 51,470 ($72\frac{1}{2}$ per cent.) could read and write.

Situation.—Sofia is situated on an upland plain, about 1,804 ft. above sea-level, between the West Balkans on the N. and Mt. Vitosh on the S. Two small tributaries of the Isker, the Perlovitsa and the Eleshnitsa (or Boyana), run round the town on the E. and W. The town was chosen as the capital of the newly created kingdom of Bulgaria on account of its strategical situation at the crossing-place of three great routes, from E. to W. and N. to S., the geographical centre of the Balkan Peninsula. It is particularly well placed for dominating the country westwards. Its ambition is to outstrip Bucharest, as it has outstripped Belgrade, and to become the metropolis of the Balkans.

General Description.—Since 1880 Sofia has been almost entirely Europeanized. The narrow lanes and mean houses of the Turkish epoch have largely disappeared. New suburbs have been built with wide parallel streets, and houses mostly designed by foreign architects. Many fine modern buildings have been erected. There is a large new cathedral built by national subscription, public baths with hot springs, a royal palace (built by Prince Alexander in 1880–2, and enlarged by King Ferdinand), public gardens, the largest theatre in SE. Europe, a parliament house, ministries of war, commerce, &c., university buildings, with national press, national library, officers' club, several large military buildings, monuments, &c.

The town is well drained and has a good water-supply. It is lighted by electricity, and has a system of electric tramways.

The railway station, serving the three lines—(i) to Belgrade and Constantinople, (ii) to Plevna, Varna, and Rustchuk, (iii) to Kustendil and Gyueshevo—is at the NW. extremity of the town.

Climate.—The climate is healthy, but liable to sudden diurnal and seasonal changes. In summer it is often very hot, the temperature rising to as much as 100° F. in August ; but there are also extremely cold spells. The air cools very quickly at sunset. In winter the whole district is covered with snow, and the temperature sometimes falls to 4° F. below zero. The snow scarcely disappears till the end of April or May. By the end of June it is full summer, and the snow is nearly all gone, even from the mountains. Autumn begins in the middle of September, and the winter cold in October. There were serious earthquakes here in 1818 and 1858.

Trade.—The chief exports of Sofia are skins, cloth, cereals, attar of roses, silk cocoons, dried fruit, &c. There are breweries, tanneries, sugar, tobacco, cloth, and silk factories. The trade is mostly in the hands of Jews.

STANIMAKA (Greek *Stanimachos*). Pop. (1910) 12,969 (more Greeks than Bulgarians, a few Turks, Jews, and Gipsies). Situated on the Devin Dere, an affluent of the Maritsa, 11¼ miles SSE. of Philippopolis, among vineyards, at the mouth of a rocky gorge. The railway station is 6¾ miles to N. of the town, which is the centre of a rich vineyard district and has an important wine trade. Sericulture was carried on under British auspices. There is a distillery. The river is crossed by an old stone bridge and wooden foot-bridges. There are Greek schools. Roads: SE. to Topolovo, and SSE. to Bregovo.

STARA ZAGORA (*Eski Zagra*). Alt. 623 ft. Pop. 20,500. An old and important town and railway station on the S. slope of the Srna Gora (Karaja Dag), about 21¼ miles SE. by road over the hills from Kazanlik, and about 20½ miles WSW. from Nova Zagora. Situated in a rich and well-cultivated region. Many shops, cloth and other factories, attar-of-roses refineries ; the town is resorted to for mineral-water baths.

Occupied by General Gourko in 1877 during his cavalry raid over the Balkans, which he crossed by the Hainkői Pass.

STRUMITSA (or **Strumnitsa**, Turkish **Ustrumja**). Alt. 863 ft. Pop. 10,000 to 15,000 (about half Mohammedans). A town in the extreme south-west of Bulgaria, near the Serbian and Greek frontiers, lying in the valley of the river Strumitsa, a tributary of the Struma, near foot-hills of a range which separates this valley from that of the Vardar and the Salonica plain. It contains an old citadel, six mosques, and tobacco and cotton manufactories. Seat of a Greek archbishop. In the surrounding country much rice is cultivated. The railway station (Strumitsa, Davidovo), on the Salonica-Üsküb line, is 20 miles distant, in Serbia, by a fair cart-road over the Plaush mountain. Serbia lies to the S., to the W., and to the N. of Strumitsa. The valley below Strumitsa is fertile.

SUFILI (Sofali). Pop. 12,000. Close to the Turkish frontier. A town on the Adrianople-Dedeagach railway. The inhabitants are almost all engaged in rearing silkworms and the production of wine and tobacco. A market is held every Saturday, frequented by the inhabitants of more than 80 villages of the neighbourhood. A large annual fair, at which good mules can be bought, is held on May 9-11.

TATAR BAZARJIK. Alt. 679 ft. Pop. 18,098, mostly Bulgarians (2,500 Turks, 1,500 Jews). A town on the l. bank of the Maritsa and on the Sofia-Constantinople railway (station $1\frac{1}{4}$ mile S. of the town), $22\frac{1}{2}$ miles W. of Philippopolis. It stands on a fertile plain at the junction of several roads. The climate is trying, especially in summer, and fever is prevalent. The place is still of commercial importance, but its trade was formerly more varied than now, because, since the building of the railway, it has become less of a general entrepôt and is chiefly an agricultural centre. The low district round the town is easily flooded and suitable for rice-fields. Millet and tobacco are also grown, and there is some trade in silk cocoons and wool. There are cotton, wool, and silk manufactures.

TIRNOVO. Alt. 508 ft. Pop. 12,712. The ancient capital

of Bulgaria. The town is beautifully situated on the Yantra, between the Trapezitsa (a flat-topped hill) to the N., and the Sveta Gora, a much-wooded hill, on the S. In the centre is a long rocky promontory (or peninsula) formed by the river ; this promontory is about 1,968 yds. long, its breadth varies from about 110 yds. to 273 yds. It lies W. and E., approximately. The river, after approaching the western end (the Kartal Bair) of the 'promontory' from the S., flows towards the E., changes direction to the W., making two sharp curves, and finally resumes its course to the N. at a point only about $\frac{1}{4}$ mile from that where it turned suddenly eastward. The town was originally built on the promontory, but is now spread along the stream on both banks. There are now barracks and other buildings in the suburb of Marnopole on the left bank opposite the railway station. The station itself is on the right bank at the SE. of the town, under which the line from Rustchuk passes through two tunnels. On the Trapezitsa ruins belonging to an ancient palace have been discovered by excavation. Along its base on the river lies the suburb of Trepevitz.

The 'promontory' is connected with Trepevitz by the Vladichi Most (Bishop's bridge), to the NE. of the town. The Gazi Ferizbey bridge connects the central portion of the old town with the suburb which has grown up under the Sveta Gora on the SE. of the town along the road to Shumla. An iron bridge connects Marnopole, the suburb to the SE., with the road to the railway station.

The industries of Tirnovo include cloth weaving, dyeing, and silkworm culture (see Plate IX).

Tirnovo is an important road centre.

TRN. A town of 2,616 inhabitants, 39 $\frac{1}{2}$ miles WNW. from Sofia ; it is situated on the Yerma, an affluent of the Nishava, at the eastern end of a small cultivated plain (in which are many hamlets), which averages 2,329 to 2,559 ft. in elevation. To the N. rocky hills rise abruptly. Roads to Vranja (Serbia), 51 miles ; to Leskovac (Serbia), 49 miles ; to Tsaribrod, 17 $\frac{1}{2}$ miles ; to Tsaribrod-Sofia road, 39 $\frac{1}{2}$ miles.

TROYAN. Alt. 1,496 ft. A small town about $21\frac{3}{4}$ miles S. from Lovets; on the Balabanska, a mountain torrent, and near the Byeli (White) Osma, which unites with the Cherni (Black) Osma a short distance below Troyan to form the main Osma.

High mountain track exists southward to Kalofer, by the monastery of Sveta Bogoroditsa (the famous monastery of Troyan), $4\frac{1}{2}$ miles.

TSARIBROD (Caribrod). Alt. 1,450 ft. A small town on the NW. frontier between Bulgaria and Serbia; a railway station on the main line between Belgrade and Constantinople. Distant $15\frac{1}{4}$ miles from Pirot (Serbia) and about $39\frac{1}{4}$ miles from Sofia. Situated in hilly country, on the Nishava at a point where a number of small brooks join it.

The actual frontier is crossed by the railway at a point (alt. 1,417 ft.) $2\frac{1}{2}$ miles from Tsaribrod and $12\frac{3}{4}$ miles from Pirot. The Serbians passed through Tsaribrod when invading Bulgaria in 1885.

VARNA. Pop. 41,420. The chief port of Bulgaria, on the Black Sea, railway station on Rustchuk-Varna line, 138 miles from Rustchuk, and $50\frac{1}{4}$ miles from Kaspichan, the junction for the Shumla-Sofia line. Large cotton-spinning mills. Considerable imports and exports. The harbour was not by nature a safe one, but security is afforded to shipping by two moles, with an opening 220 yds. wide between their seaward extremities. The railway has been carried down to the western side of the harbour, and there are extensive quays on the northern side. Before the Orient Railway was extended to Constantinople, Varna was the terminus of the line, passengers to the Ottoman capital continuing their journey by sea. The town has lost some of its importance, but is still visited by a large number of vessels. It is free from ice all through the year, and thus has some advantage over the Danube ports. The strong fortifications which existed when the Turks were in possession were to a large extent demolished in 1878, but have been restored in parts recently.

To the W. of the town are the Devna Lakes, of which the eastern, and larger, is connected with the harbour by a ship canal, 16 ft. deep and $98\frac{1}{2}$ ft. wide. The construction on the SW. bank of a harbour for warships, with an arsenal and dry dock, was in contemplation in 1914, but, according to reports of summer 1916, no progress has been made.

The railway station lies immediately to the W. of the harbour.

VRATSA. Alt. 1,217 ft. Pop. 15,000. A commercial town of some importance, and a railway station on the Sofia-Vidin line. It is situated on an affluent of the Ogost, on the N. side of the Stara Planina chain. The town trades in hides, raw leather, silk, and wine, and is celebrated for its filigree jewellery.

VIDIN. Pop. 16,500. A town and fortress on the Danube, and on the S. bank of the Topolovitsa, a small stream which rises in the hills to the SW. on the Serbian frontier. Terminus of the railway from Brusartsi (junction for Lom Palanka) and Mezdra (on Sofia-Plevna line). Steam ferry to Calafat (Roumania).

Vidin is the centre of a marshy country through which the roads run on low stone viaducts. Very unhealthy. Seat of a civil prefect and of a brigade commander. There is considerable vine cultivation in the neighbourhood. The town is a market for country produce, especially wine, saddlery, and other leather work, wool, fruit, and caviare. Fine gold and silver filigree work is one of its chief industries. The modern Bulgarian portion of Vidin, formerly a suburb of the Turkish town, is to the S.; the present fortress is in the centre and the old citadel (now a magazine) is to the N., while to the NE. a residential quarter outside the fortress walls has grown up.

XANTHI (Eskije). Alt. 285 ft. Pop. 5,000. A town on the Salonica-Dedeagach railway. Large tobacco trade and warehouses. At the foot of the Kara Oghlu mountains, on the Eskije river near the Greek frontier. An important centre of roads and tracks.

YAMBOLI. Alt. 432 ft. Pop. 15,708. Town (railway station) situated in the eastern portion of Eastern Roumelia, on the Tunja; by rail 113 miles from Philippopolis (via Stara Zagora), $68\frac{1}{2}$ miles from Burgas.

The town is the market serving an important agricultural district, producing corn and wine. Woollen manufactures are also carried on.

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